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# ARMY

GAZETTE OF THE  
REGULAR

ESTABLISHED 1863—VOL. LXIII, No. 8  
WHOLE NUMBER 3244



WASHINGTON, D. C., OCTOBER 24, 1925

# NAVY AND VOLUNTEER FORCES

ONE YEAR \$6.00; TWO YEARS \$9.00;  
SERVICE MEMBERS, \$4.00; SINGLE COPIES, 20 CENTS

## CABLEGRAM

SHANGHAI

ARMY AND NAVY JOURNAL

THE COMMANDER IN CHIEF ON BEHALF OF OFFICERS AND MEN OF THE ASIATIC FLEET TAKES THIS OPPORTUNITY OF GREETING THE ARMY AND NAVY JOURNAL WHOSE WEEKLY ARRIVAL WITH SERVICE NEWS IS EAGERLY AWAITED BY PERSONNEL ON THIS DISTANT STATION.

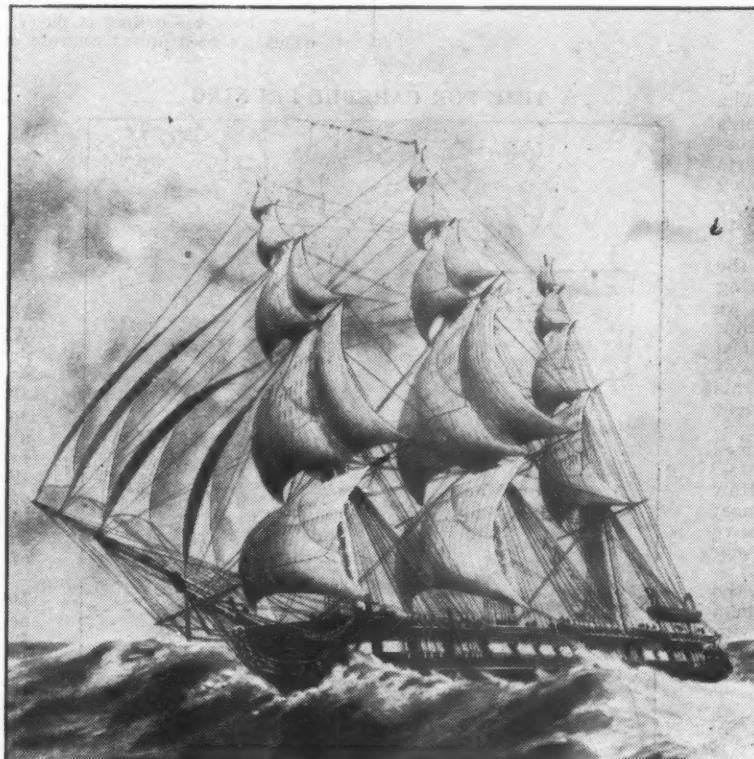
ASIATIC FLEET CELEBRATES NAVY DAY IN PHILIPPINES WITH FULL COOPERATION OF GOVERNOR GENERAL.

SHIPS WILL VISIT ALL PRINCIPAL PORTS AND NAVAL ACTIVITIES WILL BE DISPLAYED TO ALL INTERESTED.

SHIPS ON DETACHED DUTY WILL BE HOSTS TO ALL AMERICANS IN THEIR LOCALITIES.

WILLIAMS.

## "Old Ironsides"



THE FRIGATE CONSTITUTION

## TELEGRAM

SAN PEDRO, CAL.

ARMY AND NAVY JOURNAL.

IN SENDING BATTLE FLEET TO PARTICIPATE NAVY DAY EXERCISES COMMANDER IN CHIEF BATTLE FLEET CONGRATULATES CITIZENS ON EFFICIENCY AND HIGH STATE OF READINESS OF THIS PART OF ITS FLEET OF WHICH HE HAS RECENTLY ASSUMED COMMAND.

SHIPS WILL VISIT WASHINGTON, OREGON AND CALIFORNIA PORTS, TO GIVE OPPORTUNITY TO OBSERVE NAVY ACTIVITIES IN THE AIR AND SHORE.

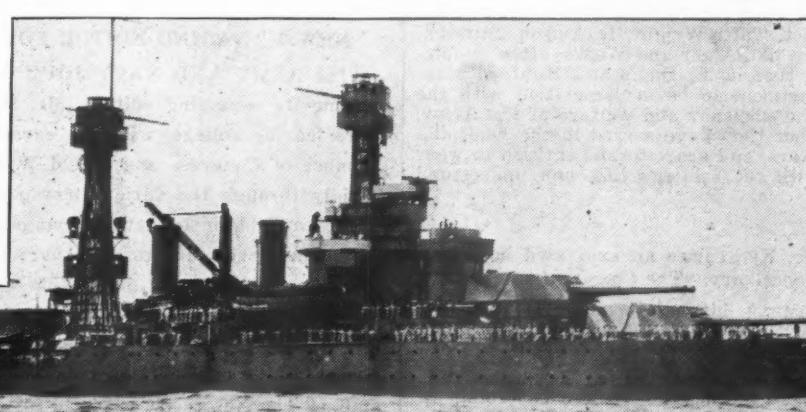
SCHEDULE INCLUDES INSPECTION OF SHIPS, ATHLETICS AND ADDRESSES.

AIR SQUADRONS WILL GIVE EXHIBITION FLIGHTS.

HUGHES.

## The U. S. S. West Virginia, Pride of the Navy

Oil Burning  
Electric Drive  
16-inch Guns



33,000 Tons  
21 Knots  
Launched 1923

"The Truth About The Air Controversy." A New Book. See Announcement Today. Page 185

# AS THE COUNTRY SEES OUR SERVICE PROBLEMS

## Appointment of Secretary Davis Called "Reward of Merit"

THE appointment of Hon. Dwight Filley Davis as Secretary of War, succeeding Hon. John W. Weeks, resigned, is characterized by more than one editor as a "reward of merit." Widespread approval greeted the elevation of Mr. Davis to Cabinet rank. "Merit and loyal service have been recognized," says the *New York Times* (Democratic) in a lengthy editorial. "President Coolidge could not have made a better appointment. Mr. Davis' promotion will be hailed with satisfaction. The President has thought only of the interest of the War Department and the public welfare."

The popular appeal that Mr. Davis has to the layman is revealed in numerous editorials recalling his Harvard days, his fame as a sportsman and his brilliant war record. The *Washington Herald* comments: "Dwight F. Davis, newest and youngest member of President Coolidge's cabinet, has a few things in his favor. He fought valiantly in the World War and was twice cited for heroism in action. He is a graduate of Harvard and in his youth was a nationally known tennis player. He is donor of the Davis cup, the international tennis trophy. By profession a lawyer, he is now in his 47th year."

"The promotion was entirely logical," says the *Baltimore Sun*, adding: "The appointment of Davis gives confidence to the many who have felt that national defense has been too much controlled by bureaucrats of questionable competence." The *Sun* calls attention to the inherent modesty of the man Davis, reciting the fact that "although Mr. Davis served with distinction in the late war, receiving the Distinguished Service Cross for gallantry in action, his biography in 'Who's Who' fails to mention the award. The omission is characteristic of the modesty of the man."

\* \* \* \* \*

A JOYOUS note is sounded by the papers in Missouri, Mr. Davis' home state. The Missouri editors are elated over a native son's promotion. "The appointment should be favorably received throughout the country," asserts the *St. Louis Star*. "It is indicative of a policy in the administration which will bring the War Department both in fact and reputation up to the standard which it should occupy."

The *St. Louis Post-Dispatch* says that the appointment of Mr. Davis "is highly gratifying to St. Louis, Davis' home town, and likewise, we think, to the nation at large." It hints that the selection has political as well as practical potentialities, saying: "It gives the majority of the Cabinet to that part of the country on this side of the Mississippi and is another incident in Mr. Coolidge's wooing of the West."

"Any other selection would have seemed illogical and disappointing to large numbers," the *St. Louis Globe Democrat* believes. "How Davis will fill the office is known in advance; as to how another would fill it would have something of the experimental," says the *Democrat*.

The *Harvard Crimson* is jubilant over the appointment of Mr. Davis. "No better man could have been chosen," it says. And, with typical college zest, it adds: "Coolidge made a great choice."

\* \* \* \* \*

THE job of Secretary of War is no soft bed," remarks the *Chicago Tribune*. "It is probably the most discouraging one in the cabinet," continues the Chicago paper. "If any department gets its appropriation cut, it's sure to be the War Department. Peace time public sentiment is hard to stir up over the question of national defense."

The fact that a soldier is head of the War Department and another soldier is the Assistant Secretary pleases the *New York Times*. It delves into history and says: "Since Gen. William T. Sherman, who for a short time was in the Cabinet of Grant, no soldier has been Secretary of War. Those who administered the office were usually lawyers—Root, Taft, Wright, Dickinson, Stimson, Garrison, Baker; occasionally business men like Alger and Weeks, often middle-aged men who were distinctly civilians. Dwight F. Davis and Hanford MacNider, who now take charge of the department to be in association with the General Staff, and to be responsible for the efficiency and welfare of the Army, are not, it is true, professional soldiers, but they have served in the field, distinguished themselves in the greatest of wars, and are veterans entitled to wear the uniform. They have a sympathy with the soldier's life, and understand the Army's point of view."

\* \* \* \* \*

FROM the *Courier-Journal* in Louisville, Ky., comes an expressed hope that peace has a champion in the new War Secretary. The *Courier-Journal* says:

Once again President Coolidge demonstrates his outstanding trait of common sense by his choice of a Secretary of War to fill the place vacated by John W. Weeks. From the standpoint of experience in the office, calm judgment, combined with enthusiasm, and personal circumstances which enable him to answer the incidental requirements of the post without embarrassing sacrifice, the selection of Dwight F. Davis is admirable. More important, however, in this day when the hopes of men are turned in the direction of universal avoidance of war, rather than toward superior armaments as a means of aggression and conquest, is the fact that the President has chosen for the war portfolio in his Cabinet a real friend of peace.

THE *Washington Star* says the appointment of Mr. Davis "is a well merited promotion. Secretary Davis labored long and hard in the interest of national defense and the Army during his service as Assistant Secretary of War. Much of the time he was Acting Secretary in the absence of Mr. Weeks. He knows his new job, therefore, as few men have on their entrance into the President's cabinet. He has been loyal always to his chief, whom he now succeeds, and it is expected that he will 'carry on' the policies which have been developed during the last few years, policies which look to the operation of the War Department economically on a business basis, but always remembering that efficiency of the national defense is vital."

A tribute to the retiring Secretary is paid by the *New York Herald-Tribune* which at the same time praises the promotion of Davis. It says:

Mr. Weeks had served with distinction as Secretary of War since March 5, 1921. Illness incapacitated him last spring. Dwight F. Davis, Assistant Secretary of War, continued the Weeks' policies and now steps into the vacancy at the head of the department. He has had a useful experience and has fully demonstrated his capacity and good judgment. His outspoken attitude toward the air investigation highly commended him to the President and the country.

Mr. Weeks did his utmost to maintain a true balance between post-war deflation and the needs of the new Army organization. He has stood firmly against sacrificing the new Army to destructive economies.

This is the problem which every Secretary of War must face during the rest of the period of economic readjustment. We can have the aviation we want if we are willing to pay for it. We cannot have the Army as a whole which we need unless we vote money to support it. Mr. Davis has already been in the heart of these controversies. His appointment points to a continuation of intelligent and constructive management of the War Department.

\* \* \* \* \*

A survey of leading newspapers in all sections of the country reflects a wholesome welcome of the Davis appointment. For a considerable period there were rumors of the resignation of Mr. Weeks and frequently editors suggested Davis as his successor. While Mr. Weeks was inactive, Mr. Davis naturally became the central figure in the War Department activities and his administration, as Acting Secretary of War, brought general commendation from the press.

The *Cleveland Press* holds that Davis has already been trained for his post and now that he has been raised to Cabinet rank should be able to carry on successfully. "A man of great promise" in Davis is seen by the *New York World*, which says in part: "By the promotion of Assistant Secretary Davis Mr. Coolidge adds to his Cabinet a man who on occasion has shown sound judgment and energy and gives promise of unusual capacity for the work to be done."

Politics is discounted by the *Cleveland Plain Dealer* in its editorial comment on the selection of Mr. Davis. "Davis is picked to succeed Weeks," says the *Plain Dealer*, "not at all because he brings to the administration any political prestige, but because as acting Secretary of War he has shown capacity to handle big problems like a veteran. The appointment will doubtless prove the most popular selection President Coolidge has yet made to the Cabinet."

The *Plain Dealer* pays homage to the retiring Secretary, saying: "Mr. Weeks takes to his retirement a consciousness of distinguished service performed in several posts of high responsibility. The public has enjoyed the outspokenness on such subjects as military preparedness and the direct primary. We hope Secretary Davis also talks out of school occasionally."

## NEW MANAGING EDITOR FOR THE ARMY AND NAVY JOURNAL

The ARMY AND NAVY JOURNAL announces that Mr. Hilton Butler has become its managing editor. Mr. Butler has been identified with journalism since leaving college, with the exception of a short period as secretary to a Member of Congress and World War service. He has risen successively and rapidly through the various newspaper positions to editorship, and is a frequent contributor to national magazines. As a young reserve officer, he is active in service affairs and the ARMY AND NAVY JOURNAL feels that under his direction the publication will find still wider fields in which to serve the Army and the Navy establishments. Mr. Butler came to the ARMY AND NAVY JOURNAL from the Scripps-Howard newspaper, the Washington Daily News. He was a Washington correspondent prior to joining the editorial staff of The News. He assumed his new duties October 19.

Mr. Charles J. Leach remains as associate managing editor and is rounding out his 54th year of continuous service with the ARMY AND NAVY JOURNAL.

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## COLONEL WILLIAM MITCHELL FACES COURT-MARTIAL HERE OCTOBER 28TH

THE General Court-Martial for the trial of Col. William Mitchell, Air Service, U.S.A., ordered by S.O. 248, Oct. 20, 1925, War Department, will meet at Washington, D. C., at 10 a. m., Oct. 28.

The detail of the court is as follows:

Major Generals Charles P. Summerall, Robert L. Howze, Fred W. Sladen, Douglas MacArthur, William S. Graves, and Benjamin A. Poore.

Brigadier Generals Albert J. Bowley, Edward L. King, Frank R. McCoy, Edwin B. Winans, George Ler. Irwin, and Ewing E. Booth, all U.S.A.

Col. Blanton Winship, judge advocate, law member; Col. Sherman Moreland, judge advocate, trial judge advocate; Lt. Col. Joseph I. McMullen, judge advocate, assistant trial judge advocate.

Col. Herbert A. White, judge advocate, defense counsel, was detailed at the request of Colonel Mitchell.

The chief civilian counsel for Colonel Mitchell will be Representative Frank R. Reid of Illinois.

Although the above-mentioned order does not give the Article of War under which the accused is to be tried, it was stated at the War Department that it is Article 96, which reads as follows:

**ART. 96. GENERAL ARTICLE.**—Though not mentioned in these articles, all disorders and neglects to the prejudice of good order and military discipline, all conduct of a nature to bring discredit upon the military service, and all crimes or offenses not capital, of which persons subject to military law may be guilty, shall be taken cognizance of by a general or special or summary court-martial, according to the nature and degree of the offense, and punished at the discretion of such court."

It had been expected and predicted that Colonel Mitchell would be tried under the 95th Article of War, under which, if found guilty, the court would have been compelled to sentence him to dismissal. This article reads:

**"ART. 95. CONDUCT UNBECOMING AN OFFICER AND GENTLEMAN.**—Any officer or cadet who is convicted of conduct unbecoming an officer and a gentleman shall be dismissed from the service."

Under the 96th Article of War, which governs the trial of Colonel Mitchell, the court has a wide latitude, and may either sentence him to dismissal if found guilty, reduce him in rank or files or merely reprimand him. This particular article is known as a "blanket article," because it can cover a number of alleged offenses under which an officer may be tried.

**NATIONAL GUARD OVERWHELMINGLY IN FAVOR OF LAPEL COLLAR.**—As the ARMY AND NAVY JOURNAL went to press, replies to the questionnaire sent out by the Chief of the Militia Bureau of the War Department, asking for a referendum on the lapel collar for the uniform coat or high military collar, had been received from 25 States. If the vote cast by the States already heard from is any criterion, the National Guard is overwhelmingly in favor of adopting the lapel-collar uniform.

One Adjutant General points out that if the present high-collar uniform is unhealthful for officers it is also unhealthful for those of the enlisted personnel, and it seems to this observer that a change in the uniforms for the National Guard and the Regular Army in the next two or three years is prohibitive.

Of the 25 States heard from, Alabama, New Mexico, South Dakota, South Carolina, and Louisiana are unanimously for the roll collar. The National Guard of Minnesota, Oklahoma, Tennessee, Mississippi, and North Carolina are practically all for the roll collar.

The tabulated vote on the adoption of the roll-collar uniform which has been received from the other States is as follows: New Jersey, 127 for the roll collar and 28 against; Florida votes 94 in favor, 8 against, while 33 officers have not been heard from in this State; Georgia, 164 for and 18 against; Massachusetts, 243 in favor of the lapel collar while 77 were against it; 18 from the Arizona National Guard favor the lapel collar and 9 are against it, while 24 show no preference; Ohio has 436 for and 41 against; Vermont, 24 for and 14 against; Connecticut votes 144 in favor, with 49 against it. Delaware has 39 for and 9 against; Idaho, 29 for and 5 against; Iowa, 131 for and 37 against; Kentucky (Cavalry only) votes 43 for the lapel collar and 1 against; New Hampshire, 55 for and 10 against; Indiana, 206 for and 24 against; and Virginia has 245 votes for, with 17 against.

### PHYSICAL EXAMINATION OF NAVY OFFICERS FOR PROMOTION.

Instructions which the Navy Department issued this week point out that the Medical Examining Boards should exercise their own judgment in making recommendations as to the physical qualifications of officers of the Navy and Marine Corps who are candidates for promotion.

Candidates presenting physical defects which, from the evidence at hand, have not interfered in the performance of their sea duties, the instructions read, should be given careful consideration. Particular attention is invited in this connection to those candidates who have defective eyesight and hearing. The Navy Department has revoked the instructions contained in the Manual of the Navy Medical Department, 1922, which are incompatible with the above.

**NAVY MAN BARRED FROM RECEIVING \$100 GRATUITY.**—Bosn. Isido Nordstrom, U.S.N., of the U.S.S. Kearsarge, is denied the payment of a \$100 gratuity awarded him early last year with a Congressional Medal of Honor for conspicuous bravery almost 20 years ago, and it is possible he may not receive the medal itself.

Comptroller General McCarl in a decision made on October 22, 1925, held that the law passed since the war prohibiting the awards of the Medal of Honor except in cases of operations against foreign enemy, made it impossible for the Government to give Nordstrom the cash gratuity. His decision also said there was a question whether the medal itself has been properly awarded, although the act for which he was cited was performed two decades ago.

**INABILITY TO LOCATE RESERVE OFFICERS GIVEN AS CAUSE OF DISCHARGE.**—Twenty-seven appointments and six separations have been recorded by the War Department during the past week in the quartermaster section of the Officers' Reserve Corps. A perusal of the reserve records in the War Department shows that the chief contributing causes to losses in the Reserve Corps are inability to locate, declination of reappointment, and terminations of appointment due to National Guard status.

### Radio Program For Navy Day Observance

THE ARMY AND NAVY JOURNAL has compiled the radio program for observance of Navy Day, Tuesday, October 27, and it is given here in detail.

The outstanding feature is the broadcasting from Washington of speeches by Comdr. John Rodgers, U.S.N., hero of the Hawaiian air flight; Comdr. Charles E. Rosendahl, U.S.N., senior surviving officer of the Shenandoah; and Comdr. Richard E. Byrd, U.S.N., who has just returned from the Arctic flight. They will be heard between 7:30 and 8:30 p. m., Eastern Standard time, over the following stations: WEAF, New York; WEEI, Boston; WGR, Buffalo; WWJ, Detroit; WSAI, Cincinnati; WOC, Davenport; WJAR, Providence; WTIC, Hartford; WCAE, Pittsburgh, and KSD, St. Louis.

Other radio features of the Navy Day program for the evening of October 27 are:

WJZ, New York	Adm. Edward W. Eberle, U.S.N.
WCCO, St. Paul	Maj. Gen. John A. Lejeune, U.S.M.C.
WBAP, Fort Worth	Hon. Clarence Ousley
KLDS, Independence, Mo.	Congressman Harry B. Hawes
KTCL, Seattle	Congressman John F. Miller
KFI, Los Angeles	Congressman Walter F. Lineberger
WGY, Schenectady	Hon. George R. Lunn
WGBS, New York	Rear Adm. Mark L. Bristol, U.S.N.
WNYC, New York	Rear Adm. Louis M. Josephthal, N.Y.N.M.
KDKA, Pittsburgh	Capt. C. R. Miller, U.S.N.
WSB, Atlanta	Rear Adm. Samuel McGowan, U.S.N.
KOA, Denver	Capt. Evans O. Ames, U.S.M.C.
WBZ, Springfield, Mass.	Lt. Comdr. H. A. Ellis, U.S.N.
WOC, Davenport, Iowa	Mr. George M. Weichelt, U.S.N.
KYW, Chicago	Comdr. A. T. Bidwell, U.S.N.
WLW, Cincinnati	Comdr. Jacob H. Klein, Jr., U.S.N.
WKRC, Cincinnati	Lt. E. W. Morris, U.S.N.
KSL, Salt Lake City	Rear Adm. Henry J. Ziegemeier, U.S.N.
KTHS, Hot Springs, Ark.	Rear Adm. W. W. Phelps, U.S.N.
KOB, State College, N. Mex.	Maj. C. G. Sturtevant, U.S.A., Ret.
WSAI, Cincinnati	Brig. Gen. Dion Williams, U.S.M.C.
WFAA, Dallas	Rear Adm. Henry A. Wiley, U.S.N.
WSMB, New Orleans	Capt. W. T. Cluverius, U.S.N.

### TWO NAVY AVIATORS KILLED IN CRASH THROUGH TAILSPIN.

Chief Aviation Pilot Sidney N. Smith and Aviation Machinist Albert M. Summey, U. S. N., attached to the U.S.S. Milwaukee, were killed at Guantanamo, Cuba, October 22, 1925, when the plane in which they were flying crashed in a tailspin. The bodies were recovered. Pilot Smith's home was in Norfolk, Va., and Machinist Summey's in Barberton, Ohio. The plane was of the UO type.

**NEW WINTER PLATTSBURG GUIDE COMPILED BY MAJOR W. B. BULLOCK, O.R.C.**—A new Winter Plattsburg guide has just been completed by Maj. Warren B. Bullock, Q.M. Reserve, of New York. Maj. Bullock is enthusiastic over the prospects for the 1925-26 instruction season, and points out that the Winter Plattsburg makes officers familiar with the duties they will be called upon to perform in the event of a national emergency.

**MAJ. JOHN A. BROOKS, JR., U.S.A.,** from the office of the Chief of Ordnance, Washington, attended a meeting of Ordnance Reserve Officers at the Army Building, New York City, Oct. 22. He explained interestingly how present-day National Defense methods depend on engineering knowledge, and how technically trained civilians may advance to positions of responsibility in the Ordnance Reserve. There was a large attendance, and among the prominent Reserve Officers invited were: Col. T. L. Ames, Brig. Gen. John R. Delafield, Brig. Gen. Samuel McRoberts, Col. George B. McClellan, and Col. James L. Walsh.

### CHARGES OF GEN. H. L. ROGERS,

**U.S.A., AGAINST GEN. W. H. HART, U.S.A., DROPPED.**—The War Department after investigating the charges preferred by Maj. Gen. Harry L. Rogers, U.S.A., retired, against Maj. Gen. William H. Hart, U.S.A., several weeks ago, has found no substantiation of them, and has decided to drop the matter.

General Rogers charged that General Hart brought about the publication of certain articles concerning General Rogers to bring about his retirement that he might become quartermaster general. The War Department has found no basis for these charges nor any evidence to warrant continuance of the case.

The inspector general's department could obtain no assistance in its investigation and operated single-handed and under difficulties. The statute of limitations had run against offenses alleged in the charges, it was also said.

"I liked One-eye Pete the first time I crossed his trail," said Pecos Bill.

"How'szat?"

"Made a friendly motion toward his hip pocket."

Open season for hunters to go up to Maine and bag a nice, fat guide.

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**SEAPLANES MAY SMASH RECORD IN SCHNEIDER TROPHY RACE.**—Set to break the existing seaplane record and defend America's title in the Jacques Schneider International Races for high-speed seaplanes, to be held at Bay Shore Park, Baltimore, Md., today, under the auspices of the Flying Club of Baltimore, the United States Navy has entered two R3C1 Curtiss racers and the United States Army has entered one.

**ARMY**

Lt. Doolittle, U.S.A.  
Contender for Race  
Honors



SCHNEIDER TROPHY

**NAVY**

Lt. Ofstie, U.S.N.  
Holder of three seaplane  
records

Great Britain and Italy also have entered the competition in the hope of carrying back to Europe the Schneider Trophy which Lt. David Rittenhouse, U.S.N., brought back from England in 1923. Great Britain's hopes rest on two planes, a Gloucester III type and a Supermarine S-4 monoplane. Italy will make a bid for fame with two high-powered Macchi seaplanes of the racing type.

The race will be flown on a triangular course, covering 50 kilometers, and will consist of seven laps, making the total distance raced equal to 217.5 land miles.

The Navy pilots will be Lt. George T. Cuddihy, U.S.N., present holder of the world's seaplane record of 188.82 miles per hour, established at Baltimore October 25, 1924, and Lt. Ralph A. Ofstie, U.S.N., present holder of the 100, 200 and 500 kilometer records.

Lt. James Doolittle, A.S., U.S.A., will pilot the Army entry. He is one of the outstanding pilots in the Army Air Service and is considered a strong contender for first honors with the Navy flyers.

The British racing team is composed of some of the foremost flyers in the British Royal Air Force and a leading civilian airman. Captains Wilson, Hubert Broad, James Biard and Mr. Bert Hinckler, of London, make up the team. Captain Biard won the Schneider Cup Race in 1922.

The Supermarine S-4 monoplane of the British is a mystery ship, and many rumors have been circulated concerning its speed. It is a new type monoplane of radical design, and great things are expected of it by the British. No details concerning the ship have been given out.

Italy's two planes will be piloted by Mr. De Brienti and Mr. Morsenni. Mr. Macchi, son of the manufacturer of the Macchi planes, who represents the Macchi Aircraft Corporation, captains the Italian team.

A R2C2 Curtiss racer, powered with a Curtiss D-12 high compression motor, is being kept in readiness as a stand-by plane for the Schneider Cup racers. This plane as a landplane, piloted by Lt. A. J. Williams, U.S.N., held the world's closed-course speed record of 243 miles per hour from 1923 until broken, October 12 last, by Lt. Cyrus Bettis, of the U. S. Army, in his Curtiss R3C1 racer. His speed was 248 miles per hour.

Due to the fact that entries of any one country are limited by the rules of the Schneider International Cup Races to three planes, this plane can not be entered unless for some reason one of the three United States entries is withdrawn. In the event that this plane is entered, it will be flown by Lt. F. H. Conant, 2d, U.S.N., of the Flight Division of the Bureau of Aeronautics.

**L. T. M. B. BYINGTON, JR., U.S.N., WINS SCHOLASTIC HONORS.**—The highest second-year scholastic honors within the province of George Washington University, one of the leading educational institutions at the National Capital, have been awarded to Lt. Moses B. Byington, Jr., U.S.N., now on duty in the office of the Judge Advocate General of the Navy. In addition to pursuing a law course at George Washington University, Lieutenant Moses was awarded the following prizes for scholarship during the last school year:

First on the list of his scholarship achievements is the Ordnance prize scholarship, awarded annually to a member of the second-year class who attains the highest average grade in the work of the second year. The Corpus Juris Cyclo prize, also awarded to Lieutenant Moses, consists of a set of Corpus Juris complete to date. The Lieutenant was also the recipient of the John Byrne & Company prize, which is awarded to the student attaining the highest grade in Real Property II, consisting of four volumes of legal classics. The Phi Alpha Delta prize, also awarded to Lieutenant Moses, is awarded to the second-year student attaining the highest average for the first and second years, consisting of a set of Wigmore on Evidence.

**U.S.S. ORTOLAN AND S-25 COLLIDE.**—A collision occurred between the U.S.S. S-25 and U.S.S. Ortolan off San Diego on October 15. The S-25 was making practice runs for target practice and had been running submerged for some time. On coming to the surface from a depth of about a hundred feet the submarine came up under the Ortolan (submarine tender). The S-25 bent a periscope and had other minor damages, while the Ortolan had several plates bent. Both ships proceeded into port under their own power, and after inspection it was found that all necessary repairs could be effected without going to the Navy Yard. The S-25 was in command of Lt. J. M. Haines, who handled the submarine in a most excellent manner and fortunately was bringing her to the surface very carefully.

**NEW HOSPITAL BUILDINGS FOR MARE ISLAND NAVY YARD.**—Drawings and specifications upon which competitive bids will be invited for the construction of additional hospital buildings at the Mare Island, Calif., Navy Yard, have been completed by the Bureau of Yards and Docks, Navy Department. Four buildings are contemplated, namely, a double ward building, a contagious-disease ward, a quarters for sick officers, and a central heating plant building. The first three of these buildings, under normal conditions, will have facilities for 239, 92 and 45 patients, respectively, making a total of 376. It would be possible to increase this total capacity, should an extreme emergency arise, to approximately 550.

The buildings will be of reinforced concrete throughout, with stuccoed exterior walls and mission type red-tile roofs. The layout of the buildings, which has been determined in cooperation with the Bureau of Medicine and Surgery, provides for the most modern facilities for therapeutic treatment, and also the constantly increasing developments in electro-therapeutic treatment, particular attention having been paid to the X-ray and fluoroscope facilities.

An efficient plan for the sterilization of the dishes from the various wards has been adopted for use in the contagious-disease ward. This provides that a main diet kitchen will be utilized for all the wards instead of the more customary plan of a separate diet kitchen for each individual ward. Another innovation in the plans includes separate dumbwaiters which carry the dishes from the different wards to the dish-sterilizing rooms.

**GENERAL COLE HEADS GRADUATION LIST.**—That the U. S. Marine Corps Institute is a popular institution with the sea soldiers is evidenced by the fact that since the establishment of this educational agency of the corps, 2,501 diplomas have been awarded. The list of graduates for September is headed by Maj. Gen. Eli K. Cole, U.S.M.C., commanding general at Quantico.

There were 7,217 students in the Institute in September, and 109 diplomas were awarded. The September enrollment was classified as follows: 861 commissioned officers, 6,208 enlisted men, 19 Navy commissioned officers, 103 Navy enlisted men, and 26 miscellaneous.

All members of the Marine Corps on the active list are eligible for enrollment in the courses given by the Institute. Commanding officers can furnish complete information and enrollment blanks, or this may be obtained by application to the Educational Section, Marine Corps Headquarters, Washington, D. C.

September graduates were:

Maj. Gen. Eli K. Cole.  
Capts. W. C. Byrd, S. C. Cummings, H. A. Ellsworth, W. Elmore, E. B. Hammond, J. F. McVey, L. H. Miller.  
First Lts. L. I. Bruns, J. F. Driscoll, D. Kipness, C. M. Ruffner.  
Second Lts. C. J. Chappell, C. W. Kail, P. A. Shiebler, J. H. Strother.  
Marine Gunner W. R. Perry, 1st Sgt. B. Crysts, Gunnery Sgt. P. M. Braden.  
Sgts. A. W. Carlson, M. M. Charles, E. A. Chokey, F. Ferrari, H. F. Gadsby, C. P. Hogeboom, W. P. Jansson, P. W. Lively, V. R. McClain, J. Murphy, T. Pollack, J. Sienkiewicz, H. Talbot, J. J. Wood.

**BATTLE FLEET PERSONNEL CHANGES.**—Comdr. J. H. Towers is expected to report very shortly as senior aide for the Aircraft Squadrons, Battle Fleet.

Due to numerous detachments the command of the various squadrons of the Aircraft Squadrons, Battle Fleet, have undergone considerable change. The following officers are now assigned to command the various units:

VF Squadron 1, Lt. Comdr. R. F. Wood; VF Squadron 2, Lt. F. W. Weed; VO Squadron 1, Lt. Comdr. R. A. Simpson; VO Squadron 2, Lt. Comdr. W. K. Harrill; VO Squadron 4, Lt. D. C. Watson; VT Squadron 2, Lt. Comdr. Martin Griffin; VJ Squadron 1, Lt. Comdr. J. F. Moloney.

VO Squadron 2, attached to the Battleship Divisions, is operating temporarily from the Naval Air Station, San Diego, conducting gunnery and tactical drills. Upon the return of this squadron to the battleships the middle of November, VO Squadron 1 will base on the Air Station for about six weeks. VJ Squadron 1 is based on the U.S.S. Aroostook and spends considerable time at San Pedro towing targets for the antiaircraft practices of the battleships.

**THREE ARMY AVIATORS KILLED BY PLANE CRASH.**—Capt. Robert A. Kinlock, U.S.A., Lt. Abbott C. Martin, A.S.-Res., and Staff Sgt. Joseph Coulston, U.S.A., were killed on October 19, 1925, when the Martin bombing plane in which they were flying crashed on the meadows at Cape May Court House, N. J. The crash was caused by one of the engines of the plane going dead. The plane was on its way from Mitchel Field, N. Y., to Langley Field, Va. When the plane fell, all three officers were crushed by the motors. The plane carried a quantity of household effects for some fellow-officers, comprising suit cases, a bicycle, children's toys, chairs and clothing.

Captain Kinlock was born in South Carolina, September 13, 1894, and during the World War served as a second lieutenant of Infantry O.R.C. He first entered the Regular Army as a second lieutenant of Infantry in 1917.

Lt. Martin was commissioned a 1st Lt. in the Air Service Reserve in 1924. His home was at Reading, Mass. Staff Sergeant Coulston's home was at Norristown, Pa.

**PRELIMINARY TEST OF PACK HOWITZER.**—Maj. Ralph McT. Pennell, U.S.A., Field Artillery representative at Aberdeen Proving Ground, Md., returned this week from temporary duty with the Pack Artillery Board at Ft. McIntosh, Tex. The return of Major Pennell indicates that this equipment has reached the preliminary test of the pack howitzer, and though the preliminary report, up to the time that the *ARMY AND NAVY JOURNAL* went to press, had not been analyzed, it is believed that it will be approved. Maj. Fred H. Gallup, F.A., is president of the board.

**COAST GUARD OFFICERS PROMOTED.**—The following promotions of commissioned officers have been made, the appointments of the first four mentioned to date from September 10: Comdrs. G. C. Carmine (holding rank of temporary captain) to permanent captain; F. S. Van Boskerck to temporary captain; Lt. Comdr. W. J. Wheeler (holding rank of temporary commander) to permanent commander; T. J. Molloy to temporary commander; Ens. (E.) H. H. Curry to permanent lieutenant (j.g.) (E.) to date from September 30.

Army and Navy  
U.S.M.C.—N.G.

## SERVICE NEWS AND GOSSIP

Coast Guard  
Reserve Forces

**DISSATISFACTION WITH FOREIGN SERVICE SELECTIONS.**—General dissatisfaction over the manner of the foreign service assignment procedure as it is now operated is shared by a large number of officers in the Regular Army. Under the group system, which is now employed in the assignment of officers to foreign garrisons, no elasticity is permitted in selecting officers for foreign service. The General Staff, it is understood, is now making a study of this entire foreign service assignment problem, and it is expected that a number of changes will be made to modify the present system of assignment.

At present, officers having foreign service to their credit over a certain number of months, and below a set figure, are all grouped within their grade. For instance, all captains having not less than a year and six months of foreign service but less than two years, would all be grouped together according to their respective arms of the Service. When a request is received from The Adjutant General of the Army from the Philippines for, say, a captain in the Field Artillery or Infantry, the Adjutant General's Department sends the first group of officers down to the chief of branch affected to select the officer to be sent on foreign service. One of the officers from this group has to be selected, and if there is but one officer remaining on this first group, he has to go abroad, regardless of the fact whether he is engaged on some important duty or whether there is serious sickness in his family.

It is pointed out that the old roster system, under which an officer could be approximately informed several months ahead just about when he would be ordered to foreign duty, was far more satisfactory.

On the other hand, those opposed to the old system point out that officers who were enjoying the acquaintanceship of those in the Congressional circle and the higher-ups among the military, took advantage of this opportunity to have the "powers that be" go to the front for them when they received word that they were to be assigned to an obscure post in the Philippines or out in the Northwest, where they might be, perhaps, many miles from a railroad. This underground system, of course, the majority of officers infer, is fundamentally wrong, and breeds discontent. It is understood that this procedure was one of the main reasons for changing to the present foreign service assignment system.

Generally speaking, however, the Service as a whole desires more elasticity in the operation of this system, and that the convenience of the Government and the availability of the officer concerned should be given careful consideration before the actual orders are issued by the War Department.

**ELIGIBILITY STANDINGS DENIED PUBLICATION.**—The Ordnance Department of the Army has departed from its usual policy of giving out information relative to the standing of noncommissioned officers of the first three grades on the official eligible list, which accounts for the alphabetically arranged eligible list of noncoms published recently in the ARMY AND NAVY JOURNAL. Owing to this new policy, information which has been accessible to all noncommissioned officers on request can not now be secured.

The reason for stopping publicity is that when publication is made of the eligible lists of the first three grades, and the department desires to promote a man nearing the retirement age, the latter, who may be third or sixth on the list, is jumped over the man heading the list. Naturally, No. 1 objects to such a policy, and to avoid all such controversy, the authorities have decided that this information shall not be given out. Noncommissioned officers of the Ordnance Department should address their communications to the office of the Chief of Ordnance, enlisted personnel section, Washington, D. C., for any information concerning their promotion status.

**UNAUTHORIZED APPLICATIONS FOR PASSAGE ABROAD.**—Maj. Gen. W. H. Hart, Quartermaster General of the Army, desires to lessen the number of requests for unauthorized transportation abroad for relatives of officers, and thus save unnecessary correspondence for the office of the Q.M.G. and commanding generals concerned. In a recent letter on this subject to Major General Lewis, U.S.A., commanding the Hawaiian Department, General Hart says: "Information is furnished that from the number of applications received in this office for transportation from New York or San Francisco to Honolulu for relatives who are not entitled to same it has occurred to this office that those submitting the applications do not realize that Army Regulations 30-1195, War Department, December 15, 1924, do not authorize transportation for immediate relatives such as a parent, brother, sister and others who do not habitually reside with the person making the application and whose transportation was formerly authorized by Paragraph 15, AR 30-1195, of the issue of March 20, 1922, for the purpose of making visits of not less than six months' duration."

**ARMY TRANSPORT OFFICE AT NAGASAKI TO BE CLOSED.**—The sudden death of Capt. Wallace A. Trumbell, Q.M.C., Army Transport Service representative at Nagasaki, Japan, who died from heart failure at that port on Oct. 16, 1925, probably means that no replacement will be sent to Nagasaki for Captain Trumbell and that this office will be discontinued. The reason for closing it is that inasmuch as transports call at Nagasaki only four times a year, the necessity for keeping a representative of the Q.M.C. at this port is not so urgent as formerly. Mrs. Trumbell is now with her family at Kansas City, and the remains of her husband have been sent to the United States for interment.

**NATIONAL RADIO CONFERENCE TO BE HELD IN WASHINGTON.**—The fourth national radio conference for the voluntary regulation of radio will be held under the auspices of the Department of Commerce in Washington, D. C., beginning November 9. Both the Signal Corps of the Army and the Bureau of Engineering of the Navy have made a thorough study of all radio subjects, especially that of the regulation of traffic, and their radio sections will present their radio needs to the conference.

**COAST GUARD BOATSWAIN EXAMS. NOVEMBER 23.**—It is necessary that all those eligible to compete in the examination to be held on November 23, 1925, for temporary boatswain to have their applications reach Headquarters by October 30.

**CONGRESS TO HEAR ARMY HOUSING SITUATION.**—A strong program for the construction of permanent officers' quarters and barracks for enlisted men will be laid before Congress when it meets in December. An intensive study of the situation has been made and hearings have been held before the Budget Bureau.

Two bills (S. 3573 and H. R. 10529), authorizing the use of proceeds from surplus War Department real property sales for permanent construction at military posts, were taken up last session but not acted upon. Bills with the same purpose, but some modifications, will be introduced this session.

It has been pointed out that while the Coast Artillery posts furnish shelter for some of the enlisted men and officers of the Infantry, no provision is made for maneuvers and training space, no target ranges suitable for Infantry are available, and space is almost totally lacking for the animals of machine-gun companies and trains. Of the approximately 90,000 enlisted men stationed within the continental limits of the United States, the housing survey reveals the fact that there are actually 35,000 of this number who are sheltered either in temporary or tented quarters.

Though all branches of the Service share the same housing inconveniences, the Infantry arm has been selected, due to the fact that it is the largest of the combat services.

"The proper upkeep of buildings in permanent posts has now been neglected many years," says the Inspector General of the Army, Maj. Gen. Eli A. Helmick. "Appropriations for maintenance are entirely inadequate."

High hopes are held out by the War Department authorities for favorable Army housing action on Capitol Hill at this session. Extreme care has been exercised in the preparation of the housing survey, so that the proposed legislation will not be in conflict with the financial program of the President.

**CHRISTY MATHEWSON NOT A GAS VICTIM, SAYS GENERAL FRIES.**—Christy Mathewson, famous New York Giants' pitcher, was not a gas victim, according to Maj. Gen. Amos A. Fries, U.S.A., Chief of the Chemical Warfare Service. Newspapers carried statements that "Big Six" died of tuberculosis caused by gassing received in France during the war. General Fries, correcting this impression, says:

"I have felt that it is a very delicate matter to say anything in contradiction of the published reports in the case of Christy Mathewson, because he is such an idol among the millions of baseball fans in this country that any statement which may appear to take away any of the background that tends to make him a war martyr may bring down unjust criticism. However, I am sure that were Christy Mathewson alive he would earnestly support the correction of these misstatements."

"The facts are that Christy Mathewson, although he got to France, had to forego, in common with many other disappointed officers, the fulfillment of the patriotic desire to engage the enemy in combat, and the statement that his disease was a result of his having been a gas casualty is entirely without foundation in fact."

**COOPERATING WITH ARMY CHAPLAINS.**—Chaplain J. E. Yates, U.S.A., who is executive for the Chief of Chaplains, has received a memorandum issued by the commanding officer of one of the western posts, which illustrates the kind of cooperation which can not fail to produce wholesale results whenever a chaplain is so fortunate as to have a commanding officer who has the moral and religious welfare of the members of his command at heart. The C. O. in question states that it is his desire that organization commanders give due consideration to developing the religious life of their command and to assist the chaplain, who is especially charged with and accountable for this important part of Army life. He shows how this can be done, and in regard to attendance, the colonel says in conclusion: "No compulsion of any kind will be used, nor will any punishment or other disciplinary measures be inflicted on those failing to attend services. It is hoped that by proper interest on the part of those in authority, the interest of the organization may be increased and a proper representation at each service secured."

**ANNUAL ARMY REPORTS ALMOST FINISHED.**—The annual reports of the Chiefs of the various staff departments and branches of the Regular Army are practically finished. The reports of the Secretary of War, the Chief of Staff, and the Chief of Engineers will not be available until Congress convenes, December 7. Extracts of some of the reports will be made public in November.

**INSPECTION OF NURSING CONDITIONS ON THE WEST COAST.**—The Superintendent of the Navy Nurse Corps, Miss J. Beatrice Bowman, R.N., sailed for the West Coast October 20, on the U.S.S. Henderson, for the purpose of inspecting nursing conditions in the U. S. Naval Hospitals at San Diego, Calif.; Bremerton, Wash.; Mare Island, Calif., and on the U.S.S. hospital ship Relief.

**ARMY REMOUNT SERVICE.**—More than \$40,000 was collected in stud fees in the breeding of light horses for the last fiscal year, incident to the Army horse-breeding plan, as compared with \$25,000 for the year ending June 30, 1925.



# U. S. ARMY AND COMPONENTS

## REGULAR ARMY

**NEW 14-INCH GUN EN ROUTE TO FT. MACARTHUR, CALIF.**—The 14-inch railway gun, model of 1920, which left Aberdeen Proving Ground, Md., on October 17, for Ft. MacArthur, Calif., where it will be emplaced for its Service test, is the largest piece of mobile ordnance produced in the United States since the World War. The test has been planned by the cooperation of the Chief of Engineers, the Quartermaster Corps, the Coast Artillery Corps, the Ordnance Department, and the railway systems of the United States, and will be executed under the supervision of Major General Coe, the Chief of Coast Artillery. Maj. Harold E. Small, 52d C.A., will command the convoy, assisted by Capt. F. J. Fitzpatrick, 52d C.A.; Ordnance Mach. Edward E. Rosolie; Sgt. William Bryster, Battery D, 52d C.A., and Cpl. Glenn O'Donald, Battery D, 52d C.A. The gun with its railway mount weighs 730,000 pounds.

The announced route from Aberdeen to the destination at Ft. MacArthur includes:

Aberdeen to Chicago via Pennsylvania Railroad, with stops at Harrisburg, Altoona, Pittsburgh, Alliance, Orrville, Vancefield, Lima, Ft. Wayne, Valparaiso and Chicago.

Chicago to Council Bluffs via Chicago and Northwestern Railroad, with stops at Clinton, Cedar Rapids, Ames, Boone and Council Bluffs.

Council Bluffs to Ogden via Union Pacific System, with stops at Omaha, Fremont, Columbus, Grand Island, North Platte, Sydney, Cheyenne, Denver, Laramie and Ogden.

Ogden to destination via Southern Pacific Lines, with stops at Reno, Sacramento, Stockton, Modesto, Fresno, Bakersville, Los Angeles and Ft. MacArthur.

The gun will require two months for transit. All the bridges and roadbeds over which the gun will pass have been tested by the Corps of Engineers, U.S.A.

**AMMUNITION FOR AIR SERVICE.**—Announcement was made by the War Department this week that pending the publication of A. R. 775-10, which will supersede A. R. 45-400 (Allowances for Small Arms Ammunition), the ammunition allowances for officers and flying cadets of the Air Service, authorized by subparagraphs (g) and (h), paragraph 7, A. R. 45-400, as amended by circular 43, War Department, 1924, are rescinded and the following annual allowances of caliber .30 ammunition for Air Service personnel are authorized. This will govern only until the allowances authorized by A. R. 775-10, now in process of publication, become effective.

1. For each student at the Air Service Primary Flying School—1,200 rounds, all of which may be tracer.

2. For each student of the Air Service Advanced Flying School participating in tactical exercises or maneuvers requiring use of machine-gun ammunition—5,000 rounds, 20 percent of which may be tracer.

3. Pilot or observer in tactical organizations, except attack squadrons—7,200 rounds, 20 percent of which may be tracer.

4. Pilot in attack squadrons—4,000 rounds per fixed gun actually installed in planes, 20 percent of which may be tracer.

5. Observer in attack squadrons—7,200 rounds, 20 percent of which may be tracer.

**Raising Funds for Chapel at Ft. Snelling.**—As an example of the interest being taken in the construction of a chapel at Ft. Snelling, Minn., it can be said that over 150 clubs and organizations of local and state representation have pledged themselves to raise funds. It has been definitely agreed that the goal will be not less than \$100,000, and the drive is being organized to take place the latter part of November next. The architects of Minnesota are competing to win the prize, and the plans for the chapel will be submitted the first week in November.

The soldiers of the fort have raised \$3,000. Brig. Gen. A. Bjornstad, U.S.A., when in command of the post was the father of the movement. Sgt. Harvey W. Stevenson pledged himself to get \$1,000 more from the soldiers, and within three days had secured \$300 of that amount.

Just recently Governor Christenson of Minnesota accepted the honorary chairmanship of the chapel fund. The committee from Ft. Snelling consists of Colonel Welsh, Major Wainer and Chaplain Rideout.

**MACHINE GUN AMMUNITION CARTS CONVERSION.**—The modification of Machine Gun Ammunition Carts into provisional 3-inch Trench Mortar Carts in accordance with specifications submitted by the Infantry Board has been approved. The conversion of two carts per each active Infantry regiment Regular Army except the 24th and 29th Infantry is authorized. Six carts are authorized to be converted for the 29th Infantry. The carts authorized for Infantry regiments are those authorized by Circular 276, War Department, 1921, and are now in the possession of the organizations concerned.

The Chief of Ordnance states it is proposed to have the new ammunition chests, tripod brackets, gun brackets and other fittings manufactured at one of the Arsenals and applied by field forces. The labor necessary in applying the new parts and fittings is to be performed by the personnel of the Infantry regiments concerned. The converted carts will be designated as Carts, Light Mortar, provisional.

**COL. F. C. BOLLES TAKES COMMAND OF 30TH INFANTRY OCT. 31.**—Col. Frank C. Bolles, Inf., U.S.A., will assume command of the 30th Infantry at San Francisco on October 31, relieving Col. C. C. Lincoln. The regiment, which celebrated its organization day recently, was organized in February, 1901. It served in the Philippines in the Mindoro campaign, and in the World War achieved distinction in the Aisne, Champagne, Champagne-Marne, Aisne-Marne, Ile de France, St. Mihiel and Meuse-Argonne campaigns.

**CANDIDATES TO U.S.M.A.**—The following candidates have been designated for the Military Academy entrance examination to be held beginning on March 2, 1926, with a view to admission to the Academy on July 1, 1926: Georgia, B. M. McMath, Jr., Americus; E. D. Guerry, Montezuma, Indiana,

H. L. Stults, Huntington, Iowa, L. H. Shaffer, Chariton, Missouri, W. W. Whinrey, Halltown, New Hampshire, M. C. Redman, Franklin; D. B. Hatch, Jaffrey, New Mexico, T. C. Roberson, Raton; J. A. Beasley, Alamogordo; A. E. Dennis, Springer, New York, R. L. Levy, N. Y. C.

United States at large, J. M. Churchill and K. Truesdell, Jr., Washington, D. C.; J. H. Twyman, Ft. Totten, N. Y.; T. R. McAndrew, Ft. Bragg, N. C., Montana National Guard, R. McL. Adamson, 163d Infantry, Helena, Mont.

The following candidates were designated in addition to those listed above: Georgia, H. S. Akins, Statesboro; A. A. Caison, McIntosh; F. H. Williams, Jr., Athens, Michigan, J. M. Sobuski, Detroit. New York, A. B. Moran, Brooklyn, Pennsylvania, A. I. Edwards, Plymouth. South Carolina, P. H. Thompson, Greenwood; P. A. Barbot, Charleston. Wisconsin, L. R. Larson, Viroqua, United States at Large, W. N. Taylor, Cornwall.

**BATTERY B, 63D COAST ARTILLERY, U.S.A., SCORES IN NIGHT FIRING.**—In night firing target practice at Santa Cruz, Battery B, of the 63d Coast Artillery, U.S.A. (Antiaircraft), Capt. Stuart A. Hamilton commanding, scored five plotted hits and made five shrapnel holes in a sleeve target with 3-inch cannon. The target was towed at an altitude of 5,000 feet and a distance of 2½ miles, at the rate of 80 miles per hour.

## NATIONAL GUARD

**NORTH CAROLINA NATIONAL GUARD.**—Capt. Edward F. Jones, Cav., North Carolina National Guard, who has been promoted recently to major, has been assigned to command of the 2d Squadron, 109th Cav., vice Maj. Wade V. Bowman, resigned. Major Jones has been in the National Guard for a number of years and has been commanding officer of Troop F at Asheville for about four years. He was an officer of the 1st N.C. Infantry and served on the border with that regiment and later in the World War.

The strength of the guard of the State on July 1 last was 3,460 officers and men. Reports of attendance at camps of instruction held the past Summer show that 2,984 officers and men attended camps, and the average attendance, therefore, was in excess of 85 per cent of enrolled strength.

**ONE HUNDRED AND TENTH CAV., MASS. N.G., GIVES RADIO EXHIBIT.**—A great deal of interest was shown in the radio exhibit put on by Lt. Henry G. Lambert, Hdq. Det., 110th Cavalry, Mass. N.G., at the radio show in Boston a few days ago. This exhibit had a larger crowd than any other booth at the show. Enlisted men in full uniform, troopers' full equipment, and various types of receiving sets and signal apparatus, etc., made it a real military exhibit. The 1st Corps Area Signal Officer cooperated with Lieutenant Lambert by furnishing two signal sets from Camp Devens.

**S EVENTY-FIRST REGIMENT DAY AT NEW YORK UNIVERSITY.**—The 71st Infantry, N.Y.N.G., Col. W. A. De Lamater, was reviewed Oct. 17 by the cadet regiment of the New York University, of which Col. Russell C. Langdon, U.S.A., is commander, at University Heights, New York. Following the military ceremonies the cadet officers gave a reception for the visiting officers. Mrs. Russell C. Langdon poured tea, assisted by the Mms. Magoffin, Hathaway, Hackett, Burton and the Misses Smith and Woodman. Dancing was enjoyed.

**D. C. RESERVE CHAPLAINS TO MEET.**—The Reserve Chaplains living in Washington, D. C., and vicinity will meet in the Graham Building, Headquarters for the Organized Reserves, on October 26 at 8 p. m. Col. John T. Axton, U.S.A., Chief of Chaplains, is expected to address the meeting. It is planned to hold regular meetings of Reserve Chaplains on the fourth Monday of each month.

## ORGANIZED RESERVE

**COORDINATION OF ORGANIZED RESERVE ACTIVITIES.**—Major Gen. Hinds, U.S.A., commanding the 8th Corps Area, has issued instructions under date of Oct. 15 for the coordination of local Reserve activities and inspections of local officers. In each locality in which the headquarters of a Reserve division are located, the chief of staff or acting chief of staff of that division is designated as the coordinator. In other localities the senior Regular Army officer there on duty with the Organized Reserves is so designated.

The coordinator is responsible that Organized Reserve activities of the Regular Army personnel on duty in the locality do not conflict, that proper office hours are maintained, and that conduct, neglects, or conditions likely to affect Organized Reserve activities adversely are promptly corrected. Should the coordinator find that the performance of any of his duties would cause him to infringe on command responsibility, the chain of command, or the prescribed channels of communication, he will make a complete report of the facts in the case, with recommendations, through military channels to these headquarters.

The coordinators referred to, in performing their functions will act in the capacity of Staff representatives of the Corps Area Commander.

**R ESERVE OFFICERS OF 103D DIVISION DINE.**—Officers of the 103d Division, Organized Reserves, were largely in attendance at the dinner in Denver, Colo., a few days ago, of the One-Army Society. Col. Philip Van Cise, former district attorney for the State of Colorado, was among the speakers. His topic was "Riot duty and the laws governing the same," and his explanation of the limitations of officers on this form of duty was very instructive.

Maj. Richard F. Grinstead, Inf., has assumed charge of the Department of Military Training of the Highlander Organization in Denver, Colo. He has had nearly 20 years of active service and experience. He is a graduate of the Infantry School at Ft. Benning.

# WAR DEPARTMENT ORDERS

Commander-in-Chief—Calvin Coolidge, President.  
 Secretary of War—Dwight F. Davis  
 Assistant Secretary of War—Col. Hanford MacNider  
 Chief of Staff—Maj. Gen. John L. Hines.  
 Deputy Chief of Staff—Major Gen. Dennis E. Nolan

**G.O. 21, October 5, 1925, War Department**  
 This order, which is one of 16 pages, gives: Corrected citations pertaining to awards of the medal of honor and of the distinguished service cross; award of the distinguished service cross; citations for gallantry in action; citations, posthumous, for gallantry in action; commendations for heroic conduct; and awards of life-saving medal.

**GENERAL OFFICERS**  
 Maj. Gen. W. H. Johnston, U.S.A., retired from active service Oct. 19. (Oct. 19.)

**QUARTERMASTER CORPS**  
 MAJ. GEN. W. H. HART, Q.M.G.

First Lt. I. H. Joffe to Camp Knox, Ky., to duty as Q.M. (Oct. 19.)

**Medical Corps**

Capt. W. D. Mueller to U.S. Disciplinary Barracks, Alcatraz, Calif., for duty. (Oct. 16.)  
 Maj. T. D. Woodson to Letterman Hospital, Calif., for duty. (Oct. 16.)

Col. A. E. Truby to duty, Letterman Hospital, Calif., on completing foreign service. (Oct. 19.)

Maj. E. A. Palmer to Fort Niagara, N. Y., on completing foreign service, for duty. (Oct. 19.)

Maj. P. C. Riley to Walter Reed Hospital, D.C., on completing foreign service, for duty. (Oct. 19.)

Capt. F. E. Hickson to duty Ft. Benning, Ga., on completing foreign service. (Oct. 19.)

Capt. L. F. Wright to duty Camp H. J. Jones, Ariz., on completing foreign service. (Oct. 19.)

Capt. J. S. Brummette to New York and sail Jan. 6 to Philippines for duty. (Oct. 19.)

Col. C. C. Collins to New York and sail Jan. 6 to Philippines for duty. (Oct. 19.)

Majs. F. D. Francis and J. J. Madigan to New York and sail Jan. 6, to Philippines for duty. (Oct. 19.)

Capt. J. A. Matson to San Francisco and sail Jan. 27, to Philippines for duty. (Oct. 19.)

Capt. O. H. Pinney is retired from active service. (Oct. 19.)

**Veterinary Corps**

Capt. S. C. Smock to duty at Presidio of San Francisco, on completion of foreign service. (Oct. 19.)

Capt. C. F. Cox to Ft. Sam Houston, Tex., for duty on completing foreign service. (Oct. 19.)

Capt. S. C. Dildine to San Francisco and sail Jan. 27, to Philippines for duty. (Oct. 19.)

**SIGNAL CORPS**

MAJ. GEN. CHARLES MCK. SALTZMAN, C.S.O.

Capt. E. Williamson to Ft. Benning, Ga., for duty. (Oct. 19.)

Capt. W. H. Johnson to Walter Reed Hospital for treatment. (Oct. 19.)

**CHEMICAL WARFARE SERVICE**

MAJ. GEN. AMOS A. FRIES, C. OF C.W.S.

Capt. E. F. Koenig to Ft. Sam Houston, Tex., Nov. 21, for duty. (Oct. 16.)

**CHAPLAINS**

COL. JOHN T. AXTON, C. OF C.

Chaplain J. T. Axton, Chief of Chaplains, to rejoin station at Washington. (Oct. 15.)

Chaplain H. C. Head, U.S.A., to New York and sail Jan. 6 to Philippines for duty. (Oct. 20.)

**FIELD ARTILLERY**

MAJ. GEN. W. J. SNOW, C. OF F.A.

First Lt. D. F. Carroll, 14th F.A., to Walter Reed Hospital for treatment. (Oct. 17.)

Following to duty 17 F.A., Ft. Bragg, N. C.; 2d Lt. G. W. Vaughn and J. Regan, Jr. (Oct. 20.)

Second Lt. J. N. England to duty 2d F.A., Ft. Bragg, N. C. (Oct. 20.)

**COAST ARTILLERY**

MAJ. GEN. F. W. COE, C. of C. A.

First Lt. J. G. Renno to 8th C.A., Ft. Preble, Me., for duty. (Oct. 15.)

Capt. V. P. Foster to duty, instructor, C.A., Mass. N.G., New Bedford. (Oct. 16.)

First Lt. A. P. Sullivan to Ft. Leavenworth, Kan., for duty. (Oct. 17.)

First Lt. L. W. Jefferson to Org. Res., 7th C.A., 537th C.A. (antiaircraft), Minneapolis, Minn., for duty. (Oct. 19.)

**INFANTRY**

MAJ. GEN. ROBERT H. ALLEN, C. OF INF.

Col. M. S. Jarvis to rejoin station, Atlanta, Ga. (Oct. 15.)

Capt. F. A. Jones to Camp Lewis, Wash., for duty. (Oct. 15.)

Capt. D. B. Van Pelt retired from active service. (Oct. 16.)

Col. J. V. Heidt to Ft. Sam Houston, Tex., for duty in connection with C.M.T.C. (Oct. 16.)

Capt. A. H. Peyton to duty with Org. Res., Ft. Sam Houston, Tex. (Oct. 16.)

Maj. F. L. Pyle, 20th Inf., retired from active service from Oct. 1 as lt. col. (Oct. 20.)

**AIR SERVICE**

MAJ. GEN. M. M. PATRICK, C. OF A. S.

First Lt. B. F. Griffin, Nov. 1 detailed in instructor A.S., Mo. N.G., Angium, Mo., for duty. (Oct. 15.)

First Lt. F. C. Nelson, Oct. 31, to Ft. Riley, Kans., for duty. (Oct. 15.)

Capt. L. L. Snow to New York and sail Jan. 6 to Hawaii for duty. (Oct. 20.)

Capt. K. H. Gorman to Langley Fld., Hampton, Va., for duty on completing foreign service. (Oct. 20.)

**LEAVES**

Leave granted Capt. H. C. Clark, J. Adv., extended one month. (Oct. 15.)

One month and five days to Maj. C. E. Perry, C.E., Dec. 15, to return to U.S. via Europe. (Oct. 16.)

Two months to Capt. H. L. Hogan, D.C., on arrival in U.S. (Oct. 16.)

Two months to Wrnt. Offr. I. S. Hansen, A.M.P.S., on arrival in U.S. (Oct. 17.)

Leave granted 1st Lt. G. E. Hodges, A.S., is extended one month and 17 days. (Oct. 20.)

Par. 15, S.O. 247, W.D., Oct. 19, extending leave of 2d Lt. J. E. Catlin, revoked. (Oct. 20.)

Two months sick leave to Capt. C. A. Shamotulski, Inf., Oct. 20. (Oct. 17.)

Three months sick leave to 1st Lt. A. I. Puryear, A.S., Oct. 17. (Oct. 17.)

Leave granted Contract Surgeon J. G. McCrary, U.S.A., extended three months. (Oct. 17.)

Two months and five days to Lt. Col. M. E. Scott, D.C., Nov. 1. (Oct. 17.)

Leave granted 2d Lt. C. O. Moody, Inf., extended one month. (Oct. 19.)

Three months sick leave to Chaplain A. V. Simoni, U.S.A., Oct. 20. (Oct. 19.)

Leave granted 2d Lt. J. E. Catlin, Inf., extended one month. (Oct. 19.)

Four months to Capt. A. E. Higgins, F.A., Oct. 20. (Oct. 19.)

**GENERAL OFFICERS**

Brig. Gen. F. Conner appointed assistant chief of staff, as major general, from Oct. 20. (Oct. 20.)

Col. L. R. Holbrook, F.A., appointed brig. gen., from Oct. 20. (Oct. 20.)

**ORDNANCE DEPARTMENT**

MAJ. GEN. C. C. WILLIAMS, C. OF O.

Maj. W. A. Capron to duty Holt manufacturing plant, San Leandro, Calif. (Oct. 20.)

**COURTS OF INQUIRY**

Following to meet af corps areas and territorial depts. indicated, at such times as senior member directs, to consider cases in connection with the classification of officers, under provisions of section 24b, act of June 4, 1920:

At Headquarters, 1st Corps Area.—Cols. J. E. Woodward, adj. gen.; H. E. Eames, Inf.; W. E. Horton, Q.M.C.; H. L. Steele, C.A.C.; Fred E. Buchan, Cav. (with Field Artillery); Recorder: Lt. Col. D. F. Craig, F.A.

At Headquarters, 2d Corps Area.—Cols. F. R. Keefer, M.C.; H. M. Morrow, judge adv.; E. Croft, Inf.; C. A. Trott, Inf.; C. Game, Q.M.C.; Recorder: Capt. A. St. John, C.W.S.

At Headquarters, 3d Corps Area.—Cols. J. P. O'Neil, Inf.; J. P. Hains, C.A.C.; T. B. Hacker, Q.M.C.; R. S. Offley, F.D.; H. C. Price, Inf.; Recorder: Capt. E. Williamson, S.C.

At Headquarters, 4th Corps Area.—Brig. Gen. LeRoy Eltinge, U.S.A.; Cols. W. R. Sample, Inf.; A. Hero, Jr., C.A.C.; O. B. Meyer, Cav. (with S.C.); P. Giddings, Inf.; Recorder: Capt. E. Steins, C.W.S.

At Headquarters, 5th Corps Area.—Cols. L. T. Hess, M.C.; F. H. Pope, Q.M.C.; J. M. Graham, inspector gen.; R. B. Parrott, adj. gen.; G. E. Stewart, Inf. (with S.C.); Recorder: Maj. I. E. Titus, C.W.S.

At Headquarters, 6th Corps Area.—Cols. J. O'Shea, Cav.; H. R. Perry, Inf.; A. E. Waldron, C.E.; E. A. Myer, Inf.; A. C. Gillem, Cav.; Recorder: Capt. C. S. Moyer, C.W.S.

At Headquarters, 7th Corps Area.—Brig. Gen. A. W. Bjornstad, U.S.A.; Cols. J. B. Clayton, M.C.; A. C. Nissen, Cav. (with S.C.); C. C. Kinney, Inf.; W. L. Luhn, Cav.; Recorder: Maj. Dew. C. T. Grubbs, O.D.

At Headquarters, 8th Corps Area.—Brig. Gen. H. B. Fisk, U.S.A.; Cols. H. G. Bishop, F.A.; R. Harrison, F.D.; L. F. Kilbourne, Inf.; G. W. Stuart, Inf.; Recorder: Maj. M. W. Sullivan (Inf.), inspector gen.

At Headquarters, 9th Corps Area.—Brig. Gen. H. D. Todd, Jr., U.S.A.; Cols. E. V. Smith, Inf.; W. R. Smedburg, Jr., Cav.; T. H. Jackson, C.E.; A. S. Cowan, S.C.; Recorder: Maj. R. C. Ditto, C.W.S.

At Headquarters, Panama Canal Department.—Brig. Gen. W. W. Harts, U.S.A.; Cols. D. Baker, M.C.; A. M. Miller, Cav. (with S.C.); J. C. Johnson, inspector gen.; H. B. Grant, G.S.C.; Recorder: Maj. Owen R. Meredith, C.W.S.

At Headquarters, Hawaiian Department.—Brig. Gen. G. V. H. Moseley, U.S.A.; Cols. E. H. Schultz, C.E.; A. Moses, F.A.; H. M. Merriman, C.A.C.; R. McCoy, Inf.; Recorder: Maj. L. S. O'Toole, Inf.

At Headquarters, Philippine Department.—Brig. Gens. T. Q. Donaldson, U.S.A.; F. M. Caldwell, U.S.A.; Cols. H. W. Butler, F.A.; S. C. Vestal, C.A.C.; C. C. Todd, Inf.; Recorder: Maj. J. A. Sterling, P.S. (Inf.).

**RESIGNATIONS**

Resignations of following accepted: Capt. E. C. Callahan. (Oct. 15.); 2d Lt. D. F. Crossland, Inf. (Oct. 16.); Wrnt. Officer H. R. Bradley, 64th C.A., on arrival in U. S. (Oct. 16.); 2d Lt. J. B. Stackhouse, Inf. (Oct. 19.)

**TRANSFERS**

Second Lt. M. X. Ware, C.A., to Inf., Sept. 16, and to duty 6th Inf., Jefferson Brks. (Oct. 16.)

Second Lt. A. H. Rich, Inf., to A.S., Sept. 16. (Oct. 16.)

**RETIREMENT OF ENLISTED MEN**

The ARMY AND NAVY JOURNAL will be pleased to receive complimentary orders relating to retirements of enlisted men.

Following enlisted men will be placed on retired list as indicated:

Mtr. Sgt. C. Mulville, D.E.M.L., at Ft. Jay, N. Y. (Oct. 15.)

Sgt. J. A. Nolan, 13th Inf., at Ft. Andrews, Mass. (Oct. 15.)

Sgt. J. Hurt, D.E.M.L., at U.S.M.A., West Point. (Oct. 15.)

Mtr. Sgt. G. H. Jenks, 8th Cav., at Ft. Bliss, Tex. (Oct. 15.)

Sgt. J. Zimmerman, D.E.M.L., at U.S.M.A., West Point. (Oct. 17.)

Sgt. L. M. Dickerson, at Ft. Humphreys, Va. (Oct. 19.)

Mtr. Sgt. E. W. White, 10th School Group, at Kelly Fld., Tex. (Oct. 19.)

First Sgt. J. Chambers, 13th Inf., at Ft. Strong, Mass. (Oct. 19.)

Mtr. Sgt. A. F. Bixby, 26th Inf., at Plattsburgh Brks., N. Y. (Oct. 19.)

Staff Sgt. P. Schooler, 24th Inf., at Ft. Benning, Ga. (Oct. 20.)

First Sgt. G. A. Wickes, 8th C.A., at Ft. Preble, Me.  
 First Sgt. E. F. Green, 24th Inf., at Ft. Benning, Ga. (Oct. 20.)

## WARRANT OFFICERS

Wrnt. Offr. D. W. Woodward to treatment station hospital, Ft. Sheridan, Ill. (Oct. 20.)

Sgt. H. M. Baker, D.E.M.L., to D.E.M.L., and to duty with N. Mex. N. G., instructor, Cav.

at Albuquerque, N. Mex. (Oct. 19.)

Sgt. P. E. Spreitzer to D.E.M.L., and duty Ga. N. G., instructor, Cav., at Atlanta, Ga.

## ORGANIZED RESERVES

Second Lt. B. E. Shaffer, Q.M., to active duty Nov. 3, at Chicago, Ill. (Oct. 15.)

Maj. H. H. Gould, M.I. Div., to active duty Dec. 31, at Army War College. (Oct. 15.)

Lt. Col. G. C. Van Dusen, M.I. Div., to active duty Dec. 30, at Army War College for instruction. (Oct. 15.)

First Lt. J. A. Seward, M.C., to home. (Oct. 16.)

Lt. Col. C. Craig, O.D., to active duty Nov. 27, at Washington, D. C. (Oct. 19.)

Following Q.M.-Res to active duty Boston Q.M. depot for training Nov. 2; Capt. J. F. Lee and 2d Lt. D. A. Ross. (Oct. 19.)

Capt. C. P. Chainey, Q.M.C., to active duty Nov. 2, at Boston, Mass., for training. (Oct. 19.)

*(Continued on page 199)*

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"The work of upbuilding the Navy must be steadily continued. No one point of our policy, foreign or domestic, is more important than this to the honor and material welfare, and, above all, to the peace of our Nation in the future."—THEODORE ROOSEVELT.

## NAVY DAY

IT is fitting that the ARMY AND NAVY JOURNAL should celebrate Navy Day by devoting its columns in this issue to the great service of the Seas. The ARMY AND NAVY JOURNAL is a part of the Navy. The interests of both are identical. Anything which adversely affects the Navy, affects the ARMY AND NAVY JOURNAL. Anything which helps the Navy helps the ARMY AND NAVY JOURNAL. So, we who have a history of 63 years' association with the Navy, who have sailed with it through calm and storm, pledge anew our devotion to its interest, our purpose to be its arm of defense, its advocate always with the people.

The record of the Navy is starred with glory. From the time of John Paul Jones on through the years of peace and war, it has given devoted examples of honor, of patriotism, of self-sacrifice, and of brilliant achievement. The pride we feel is the pride of accomplishment. None other could satisfy the Navy, none other ever will.

But the Navy cannot be adequate, cannot be efficient without sufficient funds. So, on this great anniversary, we ask the American people to consider the value of the Navy, to supply its needs, and to equip it so that it shall be a deterrent to attack, a bulwark should attack come.

## MORE DISARMAMENT TALK

THEY are still talking disarmament in the seats of the mighty. It has been revived by the conclusion of the Locarno pacts, which euphemistically is broadcasted as the grave of European suspicion and distrust. And this at a time when Russia remains excluded from the society of Nations, China is in ferment, France is warring in those hotbeds of international dissension—Morocco and Syria—and various other little points of irritation which have all the elements of a Sarajevo are standing up like tacks on a bare floor. Here is an authorized report of the White House attitude:

"It was explained that America's attitude toward participating in a disarmament conference would be influenced by the desire of the powers to discuss land armaments exclusively or the desire to include naval disarmaments. In the case of a conference on limiting land armaments, the President is understood to believe that America has already reduced its land armaments to a minimum, and therefore has only an indirect interest in such discussions. If naval armaments are included, the President is understood to feel that America should have a representative at the conference. For that reason the President believes, according to the White House Spokesman, that it would be better to hold the conference in America if naval armaments are to be discussed. There would be more prospects of real results."

## AT LEAST RETAIN THE 5-5-3

IT is difficult to conceive how the Navy could be still further reduced. The important thing to be done now is to bring the Service up to the 5-5-3 ratio established by the Harding Treaties. At that, the Sea arm of the country would be inadequate. But if a new disarmament conference should come, let us be prepared so that the country will understand what the Navy must be and must have in order to protect our far-flung possessions, our long seacoast and our commerce.

"To secure respect to a neutral flag requires a naval force organized and ready to vindicate it from insult or aggression. This may even prevent the necessity of going to war by discouraging belligerent powers from committing such violations of the rights of the neutral party as may, first or last, leave no other option."—GEORGE WASHINGTON.

## HE DARES TO SPEAK OF WAR!

WHILE all this talk of disarmament is proceeding, it is worthwhile to recall what was said at the recent meeting of the Interparliamentary Union in Washington. This is a paragraph from a speech delivered by Sir Robert Horne, delegate of Great Britain:

"We are bound to realize that not all the convulsions and catastrophes which have shattered Europe have yet served to induce the Nations to use every endeavor to reach conditions of settled peace."

Could stronger testimony be adduced in favor of adequate preparation by the United States?

## BOLSHEVISTS STILL BURROWING

AND Bolshevism is not to be forgotten. Axel De Vries, a member of Estonia's lawmaking body, declares there are 35,000 members of the Bolshevik order beyond the confines of Soviet Russia who are busily preparing for their promised world revolution. He points to the situation in China, the rebellious movements on Poland's Eastern frontier, in Bessarabia, and in the Carpathian Mountains. He declares a strenuous attempt is being made to seize the leadership of old world Nationalistic movements.

Here is testimony from a state adjoining Soviet Russia, which justifies the exclusion policy of the President.

## THE BACK DOOR OPEN

BARON THEODOR ADELSWAERD is the President of the Interparliamentary Union. In his speech to the Union, Baron Adelswaerd described the League of Nations as the "Infant of Our Union," and referred to the Permanent Court of International Justice as "the great product of the League of Nations."

Senator Borah, take note! The back-door entrance to the League stands revealed.

REVEILLE  
By BUGLER BILL

While one does not necessarily smile at Anthony Fokker's claim that he has invented a fool-proof airplane, it must be admitted it's a severe tax on gravity.

The old-fashioned man who used to spend his Sunday afternoons out on the river rocking the boat now has a son who thinks an automobile can shove a railroad train off the crossing.

*Enjoy yo'self, gents, keep yo razors in yo' inside pockets.*

*Enjoy yo'self, don't commit no disgrace.*"

Locarno may think it has invented something new in the way of disarmament, but the "coon song" of the Nineties beat the European statesmen to the scheme by a third of a century.

*Folks are never satisfied in this world, and the next thing we know the Air Service will be demanding a separate football team.*

Top Sergeant: So you don't think Congress will consolidate the Army and Navy?

Bos'n Bones: Certainly not—it'd abolish the annual game.

*There is a gold-digger from Ga., Whose name is Lucretia Ba. If she gets after you, This is what you should do—Say, 'Beat it, I cannot afford it!'*

—American Legion Weekly.

*There was a young maiden named Sioux, Who was looking for something to do, She went out like a streak, And got married last week, To a bashful young fellow named Hioxu.*

Corporal Jones: "I see the Colonel's wife has postponed her dinner for two weeks."

New Rookie: "Well, she sure will have a good appetite when she does get it."

*It is encouraging to note that two or three new tax schemes have been proposed that don't contemplate having the Army and Navy pay off the national debt.*

The Locarno peace treaties are so perfect that there is every reason to hope that no new war will occur in Europe until the next one.

*If General Dawes insists on revising the rules, why doesn't he revise that one which requires that before you can negotiate a loan at a bank you've got to have some security?*

The gun-toter doesn't care how soon the Government disarms the peaceful citizens.

*The rumor that Secretary Davis contemplates substituting a tennis match for the annual Army and Navy game is regarded as premature.*

Germany leaves the Swiss peace conference with that beatific look which distinguishes the cat which has just swallowed the canary.

*A flapper's idea of preparedness is to trust in the lipstick and keep her powder dry.*

The American aviators who have been flying for the French in Morocco have decided to come down and mind their own business.

*Sit down and take your pens in hand, And send us in some jokes—This invitation, understand, Means you—and other folks.*

## Thank You

Mr. John Callan O'Laughlin,  
Lenox Building,  
Washington, D. C.

My Dear Mr. O'Laughlin:

I want to tell you how much I am pleased with the September 26 and October 3rd issues of the ARMY AND NAVY JOURNAL. It is now a real Service paper. I congratulate you, and the Service, on your taking over the publication of this important Service journal.

If there is anything that we can do, at the Cavalry School, to assist you in the publication of the ARMY AND NAVY JOURNAL, please call on us.

Wishing you all the success in the world, believe me,

Very respectfully,  
E. E. BOOTH,  
Brigadier General, U.S.A.,  
Commandant.

## KIND OF YOU, MAJOR

Mr. J. C. O'Laughlin,  
ARMY AND NAVY JOURNAL:

I saw the news re. the new ARMY AND NAVY JOURNAL in today's "N. Y. Times."

In view of the editorial and my knowledge of you, please put me down as a subscriber to your paper.

L. B. MAGRUDER,  
Maj., C.A.C., U.S.A.

## YES, WE ARE ON OUR WAY

ARMY AND NAVY JOURNAL.

Gentlemen: After an examination of last number of the JOURNAL, I am convinced that your paper is "coming back," and will be of real value to the members of the Service. I wish you the best of luck.

Please enter my subscription for one year. Check for \$4 enclosed.

Very truly yours,  
W. J. McCaughey,  
Maj., 8th Inf., U.S.A.  
Ft. Moultrie, S. C.

## ASK THE JOURNAL

FIRST SERGEANT, RETIRED.—Q. I was placed upon the retired list October 3, 1923, at Ft. Huachuca, Arizona, pursuant to paragraph 15, Special Orders No. 220, War Department, dated September 25, 1923. At the time of my retirement I did not desire transportation to my home and have not since received such. In June of this year, I made a request to the Adjutant General of the Army that my order be amended so that I might receive this transportation to my home, but my request came back disapproved. How long is a retired man's transportation good for? A. The Comptroller General has consistently held that the right to transportation must be availed of within a reasonable time. He has indicated that one year may be considered a reasonable time, but that each case must be determined upon its own merits. There is nothing that can be done to relieve the situation in your case, as there seems to be no reason for the delay except as a matter of your own convenience.

E. R. F., FORT MOULTRIE, S. C.—Q. I was discharged on May 17, 1922, aboard the U.S.A.T. Cantigny at sea; was held over in the Service for the convenience of the Government from May 15 to May 17, as shown on discharge. Am I entitled to transportation from Fort Moultrie, S. C., to Coblenz, Germany? A. Sufficient information is not given in your letter for an intelligent reply, as, for instance, the location of your home. Suggest that you file your claim with the General Accounting Office, Claims Division, Washington, D. C., giving complete information.

J. G., NAPA, CALIFORNIA.—Q. I understand that the State of Pennsylvania has decided to pay a State bonus to the soldiers of that State. Please advise me where to apply for the blanks to be made out and where to send them, as I am a native of Pennsylvania? A. Write to the Adjutant General of the State, Harrisburg, Pa.

R. J. B., FT. OGLETHORPE, GEORGIA.—Q. (1) How many vacancies exist for Staff Sergeant, Medical Department, after warrants were issued as of July 10, 1925? (2) "Y" and "Z" were made Staff Sergeants on warrants dated on the same day. "Y" passed a higher percent than "Z" on the examination, but "Z" has the most service. Which is senior? A. (1) Approximately eight vacancies. (2) Length of service is the governing factor in all such cases.

## FASHION NOTES, BY CABLE FROM PARIS

By COUNTESS MARY TOLSTOY

**PARIS, October 24.**—Feathers seem to be coming into prominence this fall, after being in the background for several years. Exquisitely painted feathers form the cuffs of milady's gloves, with a very effective result. Velvet turbans, trimmed with pin-wheels of ostrich over the ears, also are new this season. The long plumes used for hat trimming in years gone by are again beginning to adorn hats with the larger brims. Flared skirts continue to be the mode, and for street wear a wrap with a front fullness is very smart if it happens to suit the type of the wearer. Fur godets inserted in coats of cloth are also very chic.

Chiffon dance frocks in vivid hues are set off by a chiffon flower of the same material. The latest placement for these flowers is in the center front of the frock, a few inches below the neckband.

New shades of red, favorite Parisian color, are striking when used as the foundation for highly embroidered under-arm bags, the color scheme being carried out in the entire costume. Under-arm bags are still in vogue here, both because of their usefulness and attractiveness. Some very smart ones are being displayed by Henry a la Pensee, Faubourg St. Honore.

The two-piece dress is especially attractive in cuckoo brown or geranium satin crepe, with godets or inverted pleats. Black satin afternoon frocks, trimmed in the popular metallic cloth, are seen frequently on the streets here. Gold or silver hand-painted flowers, placed at the waistline, also have prominence on satin gowns.

A smart straight model frock of black satin in one of the exclusive shops is adorned with patch pockets of self material, set off by gold metallic braid and edged with brown fur. Another smart dress is a two-piece model, with a black velvet top and a skirt of chiffon, trimmed elaborately with blocks of silver and gold metal. A narrow black leather belt, edged with gold metallic and a gold buckle, completed this costume.

Flimsy georgette sleeves in brilliant hues add materially to street dresses of the more sedate colors, such as black or dark blue. Tassels are being used as an attractive trimming for coats and dresses this season. A smart novelty for fur coats is a large single rose, or a bunch of orchids, with long stems.

### RECIPES

**A DOLLAR WILL BE PAID FOR EACH ONE PUBLISHED**  
They should be sent to the Recipe Editor, ARMY AND NAVY JOURNAL,  
1523 L Street NW, Washington, D. C.

**CHICKEN AND RICE CROQUETTES.**—An excellent way of serving chicken bits left from dinner the day before is to cut all the meat carefully from the bones, chop fine, and to each cupful of the chicken add a cupful of boiled rice, one-half teaspoonful salt, two tablespoons butter, one-half cupful milk, a little pepper and an egg. Set the milk on stove to heat, and as soon as it boils add the other ingredients—the egg, well beaten, last of all. When cooled, take about a tablespoonful of the mixture in both hands and roll in oblong shape. When the whole quantity has been shaped, roll each croquette lightly in finely ground and dried bread crumbs and fry until brown in boiling fat. Be sure the fat is at the right temperature before croquette is put in, or it will fall to pieces.

**CHOCOLATE LAYER CAKE.**—One cup sugar, one-half cup butter, one-half cup milk, two eggs, two cups flour, one-half teaspoon soda, one teaspoon cream tartar. Put half cake chocolate in a saucepan over the fire. Add one heaping tablespoonful of sugar and two of water. When melted, take off and cool. Add to cake mixture with one teaspoon vanilla and one-half cup chopped nuts.

**Filling:** One-half cake chocolate melted with three tablespoons water, one cup sugar, one teaspoon vanilla, butter size of a walnut. Cook until smooth and take off and beat until stiff enough to spread.

## FOREIGN MILITARY-NAVAL NEWS

**RUSSIA.**—Visual evidence of the progress made with the rehabilitation of the Russian Navy has recently been afforded in the Baltic, where an imposing squadron of Soviet warships cruised as far to the west as the Bight of Kiel. This force consisted of the battleships Marat and Paris Commune, the armored cruiser Rurik, two light cruisers, and numerous destroyers and submarines. "The commissioning of so many ships in a seaworthy condition," according to the Engineer of London, "is attributed to the energetic policy of the new Defense Commissar Frunze, who is said to have effected sweeping reforms in the dockyards. Work is now proceeding on the battleships Poltava and Gangut, which have been laid up for several years past with machinery defects. All the boilers in these ships have to be retubed, the double bottoms practically rebuilt, and new electrical installations fitted. The main armament of twelve 12-inch .52-caliber guns is in good condition, but the fire-control system is obsolete and part of the secondary armament is missing. The Russian papers state, however, that Admiral Sof, the commander in chief, is confident that both battleships will be ready to join his flag next year. It is acknowledged that few of the vessels taking part in the recent cruise were able to make their legend speed. The engineering branch of the Russian Navy is under-staffed and apparently inefficient, while there are not enough skilled engineers in the dockyards to carry out the extensive repairs necessary to make good the damage to warship machinery caused by prolonged neglect and improper treatment. It appears, however, that matters are gradually improving."

**BRITISH BATTLESHIP RODNEY TO BE LAUNCHED.**—The British battleship Rodney will be launched at Birkenhead, England, Dec. 17. She will be christened by Princess Mary Viscount Lascelles. The Rodney is one of the two battleships which Great Britain was authorized to build under the terms of the Washington Treaty, the other being her sister ship the Nelson, launched on Sept. 3. They will be longer, broader and deeper than any previous battleship, and will have a gun range exceeding 30,000 yards, it is understood.

**DAMAGED BRITISH AIRSHIP REPAIRED.**—The British airship R-33, which broke away from her mooring mast some six months ago in a storm and was badly damaged during her 36 hours of cruising over the North Sea, has been repaired and made stronger. With a crew of 24 she made an experimental cruise of 19 hours recently and then landed safely at her station at Pulham. It is understood that the object of the experiments made during the flight was the collection of data on the air pressure exercised on the surface of the envelope and that successful results were obtained.

**FINNISH TORPEDO BOAT LOST.**—The Finnish torpedo boat S-2 was recently lost, with all hands, during a severe storm in the Gulf of Bothnia, while engaged in exercises. The lost boat was built for the Russian Navy in 1899, and displaced 250 tons. Her speed was 27 knots. She had a complement of nine officers and forty-two men.

**NATIONAL GUARD AND RESERVE MEDICAL OFFICERS COMPLETE FIELD OFFICERS' COURSE.**—Sixteen National Guard and six Reserve Officers of the medical, dental, and veterinary services of the Army Medical Department, graduated last week from the field officers' course at the Medical Field Service School, Carlisle Barracks, Pa. The De Vries medal for the officer attaining the highest standing in the class, was presented by Lt. Col. Charles R. Reynolds, Commandant, to Lt. Col. Roy M. Fortier, Med-Res. Maj. M. C. Stayer, M.C., Director of the Department of Hygiene, presented the McCamant medal to Maj. Harold E. Eggers, Med-Res. This medal is given for the highest standing in military hygiene.

Diplomas were presented to the following:

Cols. James E. Daniel, Res, Greenville, S. C.; David C. Hilton, Nebr., N.G., Lincoln; Edward W. Iland, Pa., N.G., Coraopolis; James H. Ullrich, Res, Baltimore, Md.

Lt. Cols. William G. Noe, Res, New York, N. Y.; Henry W. Cattell, Res, Washington, D. C.; Erin E. Epting, Res, Anderson, S. C.; Roy M. Fortier, Res, Santa Ana, Calif.; William B. Lewis, Res, Denver, Colo.; Walter F. Schmaltz, Res, Dallas, Texas.

Majs. Harold E. Eggers, Res, Omaha, Nebr.; Ralph G. Cressman, Res, Hastings, Nebr.; John F. West, Res, Belvidere, Ill.; David E. Smallhorst, Res, El Paso, Tex.; Bernard A. Gallagher, Res, Washington, D. C.; Carl W. Lupo, Res, Vienna, Ga.; Lorenzo O. Smith, Ky., N.G., Harlan; Ray R. Knight, Med-Res, Minneapolis, Minn.

Capt. Leland O. Carey, M.C., Iowa N.G., Des Moines, Iowa; Karl H. Metz, Dent-Res, White Plains, N. Y.; William H. Thaler, M.C., Mo. N.G., St. Louis; Henry A. Jasme, V.C., Ga. N.G., Savannah.

**RESERVE OFFICERS' COMMITTEE APPOINTED AT 5TH CORPS AREA HEADQUARTERS.**—In connection with the desire of the War Department that corps area commanders establish a system which will comprise the selection of a standing Corps Area Committee of Reserve Officers, to be called to active duty for 15 days at Corps Area Headquarters each year, Maj. Gen. Robert L. Howze, U.S.A., 5th Corps Area commander, Ft. Hayes, Ohio, has appointed the following Reserve officers as members of the 5th Corps Area Conference Committee, which will meet in session at 5th Corps Area Headquarters from November 8 to November 22, 1925: Col. Erskine B. Bassett, Inf-Res, Hopkinsville, Ky., 100th Division; Col. Philip W. McAbee, Inf-Res, Hemingray Glass Co., Muncie, Ind., 84th Division; Col. Harry P. Ward, Inf-Res, Republican Publishing Co., Hamilton, Ohio, 83d Division; Lt. Col. Jesse P. Dice, FA-Res, 722 Second National Bldg., Akron, Ohio, 83d Division; Lt. Col. Frank D. Rash, IG-Res, 1412 Willow Avenue, Louisville, Ky., 64th Cav. Division; Maj. Justus Stalnaker, Inf-Res, Sutton, W. Va., 100th Division.



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*Football  
Horse Show*

## SERVICE SPORTS

*Boxing  
Swimming*

**NAVY AIRMEN HAVE CRACK ELEVEN.**—The Pensacola Naval Air Station football team, which will play the Parris Island Marines on November 26, has an eleven, its supporters think, equal to the Station team of last year, noted for inflicting a 14-13 defeat on the Ft. Benning President's Cup team.

The eleven won its second game when it defeated the strong Hattiesburg, Miss., State Teachers' College, on Oct. 17 by the score of 32 to 6. The game was well played and gave the Aviators a splendid workout. The best play of the game was a 45-yard run for a touchdown by "Hy" Ferrell, captain of the visitors, who cleared a well-clogged field to score the points. Eddie Woods, Bread and Beall starred for the winners. The Aviators sent a second-string team in the second half.

The team this year has a number of former Naval Academy stars, including "Eddie" Cruise, who received All-American mention three times, and Hamilton. Among the promising enlisted players are King, who plays center, and Wrezenski, a three-letter athlete at the Station, having won awards in baseball, basketball and football.

The coaches this year are Lt. Comdr. A. H. Douglas, acting in an advisory capacity; Lts. H. M. Martin, assistant field coach, and La Rue Lawbaugh, field coach. Lieutenant Lawbaugh is noted for his success in coaching ship's teams. The U.S.S. Idaho under his tutelage won the Battle Fleet championship three years in succession.

**QUANTICO MARINES LOSE TO CANISIUS, 3-0.**—The Quantico Marines, who are scheduled to play the University of Detroit today and the Navy enlisted team at New York City on Navy Day, October 27, received a surprising setback from Canisius College at Buffalo, N. Y., on October 17, when the collegians won a hard-fought game by a score of 3-0. Goettge, noted Marine Corps star, was rushed into the game in the last quarter in a desperate attempt to stave off defeat, but an intercepted pass stopped the Leatherneck rally after three first downs had been made in succession.

The Marine line-up: Clements, l. e.; Wigmore, l. t.; Crowe, l. g.; Bailey, c.; McHenry (c.), r. g.; Burger, r. t.; Stock, r. e.; Brunelle, q. b.; Bacon, l. h. b.; Henry, r. h. b., and De Roo, f. b. Goettge took De Roo's place in the final quarter.

**NINTH CORPS AREA ELEVEN FORMIDABLE.**—The Ninth Corps Area eleven, coached by Lt. Sanford J. Goodman, U.S.A., 63d C.A. (AA), known throughout that Corps Area as the Army team, is considered very promising by western football enthusiasts. The soldiers have undertaken a heavy schedule, including games with the Marines, November 1, and with the Navy Submarine Division on Armistice Day.

**GENERAL KING'S MOUNT TAKES BLUE RIBBON.**—First Star, General Charles King's entry in the Officers' Charges class of the recent Wisconsin State Fair, was awarded the blue ribbon. Young Laddie, Lt. A. C. Elliot, won second place.

### Results of Games October 17

ARMY, 27; Notre Dame, 0.
NAVY, 10; Princeton, 10.
QUANTICO MARINES, 0; Canisius College, 3.
INFANTRY SCHOOL, 27; Oglethorpe, 7.
PARRIS ISLAND, 47; Ft. Screvens, 0.

### THEY UNHORSED NOTRE DAME



© White Studio

**THREE ARMY HORSEMEN.**—(Left to right) "Mike" Yeomans, Harry Wilson and "Tiny" Hewitt, who rode down the South Bend collegians on October 17 at New York City and trampled Rockne's protégés, 27-0, in the annual intersectional tilt between the two teams.

### SERVICE TEAMS LOOM AS GRID TITLE CONTENDERS

**THE** crushing defeat which Army administered to Notre Dame on October 17 places the Cadet eleven at the pinnacle of the Eastern football world. If the Military Academy team can keep up the pace when it meets Yale next Saturday at New Haven, Columbia on November 14, and Navy on November 28 at New York City, it will emerge with the undisputed claim to the mythical Eastern championship.

The chief stumbling block which the Cadets expect to encounter is the Navy. Despite the 10-10 tie to which Princeton held the Navy at Baltimore on October 7, the Midshipmen are considered strong bidders for top honors. If Navy comes through the season without a defeat, the Army-Navy game will be a battle for the Eastern title.

This creates an unusual situation in football circles, as it has been several years since either the Military or Naval Academy teams have been among the leaders. Disastrous setbacks early in the season have automatically disposed of the Service eleven's bid for the title in recent years and dimmed much of the luster of Army-Navy battles, according to numerous rooters.

Football followers point out that both the Midshipmen and Cadets have hard rows to hoe before they engage each other. The Navy plays Michigan at Ann Arbor next Saturday and faces Bucknell at Annapolis on November 14. These games are expected to equal the Yale-Columbia competition Army must meet.

Both elevens have shown great power to date, and supporters of the Service teams feel that they will not slip up in mid-season contests. Army faces St. Louis University at West Point today and Navy meets Washington College at Annapolis. The Service gridiron hopes should emerge as victors from these two tilts.

In the Notre Dame game the Army flashed a versatile offensive and showed speed and alertness. The ease with which the Cadets met Notre Dame's aerial attack and turned attempted passes into 10 and 15 yard losses showed that the Army has evolved a team equally good on offense and defense.

Hewitt and Wilson, star Army backs, led the Black, Gold and Gray elevens on what appeared to the spectators to be an almost uncanny march through Rockne's team. The Cadet drive started in the opening of the second quarter, when a poor punt gave Army the ball on Notre Dame's 37-yard line. Harry Wilson carried the ball over for a touchdown and kicked goal for the additional point from placement.

When Notre Dame gained possession of the ball soon after and a long pass placed it on Army's 35-yard line. Three more passes failed to gain, the last being intercepted by Buell, Army right half, who carried the ball to Notre Dame's 43-yard line. Straight plays carried the ball to Notre Dame's 5-yard line and Baxter scored on a short pass the next play.

Army scored its two final touchdowns when Hewitt carried the ball across the South Band goal line after a blocked kick had been recovered by Saunders, Army, who carried it to Notre Dame's two-yard mark. Sprague, Army's left tackle, made the last touchdown on an intercepted forward pass.

The Army lineup: Baxter, l. e.; Sprague, l. t.; Schmidt, l. g.; Daly, center; Hammack, r. g.; Saunders, r. t.; Born, r. e.; Yoemans, q. b.; Trapnell, l. h. b.; Hewitt, r. h. b.; Wilson, f. b. Buell started at r. h. b. and was replaced by Hewitt.

The Navy, although it was conceded to be the better team by experts, was outlucked by Princeton and until Alan Shapley, Midshipman halfback scored a touchdown on a run from midfield in the final quarter, it looked as if the Blue and Gold would again trail the Orange and Black. Shapley's run and drop-kick for the extra point after touchdown made the final score 10 to 10.

Ewing, Princeton quarterback, drew first blood for the Tigers in the opening quarter with a 35-yard field goal. A short while after Hamilton, Navy quarterback, tallied with a 26-yard field goal. In the second quarter Princeton scored on a Navy fumble which was picked up by Caulkins who ran 91 yards before he was tackled on Navy's one-yard line.

Bridges, Princeton, carried the ball across on the next play and Slagle, Princeton, kicked for the additional point. The play thereafter was principally in Tiger territory, but whenever the Navy drew near the Nassau goal the defense stiffened. The Navy tried twice for field goals which missed the crossbar by inches.

The Navy lineup: Hardwick, l. e.; Wickhorst, l. t.; Lentz (captain) l. g.; Osborn, center; Edwards, r. g.; Eddy, r. t.; Bernet, r. e.; Hamilton, q. b.; Banks, r. h. b.; Shapley and Flippin, l. h. b.

**PARRIS ISLAND MITTMEN WIN.**—Walter Vance, lightweight champion of the U.S.M.C., and Huckaby, also a Marine, won their matches from outsiders at the Parris Island Lyceum on October 13. Vance won his fight with Serensky, of Kansas City, with a left swing to the solar plexus in the second round. Huckaby outpointed Jimmy Russell, of Savannah, in a four-round go.

**DOUGHBOY STADIUM DEDICATED BY VICTORY.**—The Infantry School eleven celebrated the dedication of the Doughboy Stadium October 17 by defeating Oglethorpe, 27-7. The Doughboys clash with Catholic University at the Stadium today.

The ceremonies preceding the game with Oglethorpe were attended by Maj. Gen. Dennis Nolan, Deputy Chief of Staff; Robert H. Allen, Chief of Infantry; W. H. Hart, the Quartermaster General; Ames A. Fries, Chief of the Chemical Warfare Service; Brig. Gen. Brian H. Wells, commandant of the Infantry School; Le Roy Eltinge, Alfred W. Bjornstadt, all U.S.A., and distinguished civilians.

The tactical troops stationed at the Infantry School, including the 24th and 29th U. S. Infantries, the 83d F.A., and the 15th Tank Battalion, made a formal march and massed before the center of the north stand, where, led by Capt. George L. King, the entire assemblage sang the Infantry hymn, "Follow Me."

General Allen hoisted a flag bearing the name "Doughboy Stadium" on the central flagpole, and the Oglethorpe players ran up their university flag on a second flagpole. Generals Allen and Wells delivered brief addresses.

**PARRIS ISLAND MARINES BEAT SOLDIERS 47-0.**—With virtually every man on the squad getting an opportunity to play during one of the four periods, the Parris Island Marines, led by Capt. Mike Wetja, took the Ft. Screvens soldiers into camp October 17 at Parris Island, 47-0.

Although outplayed at every point of the game, the soldiers fought gamely against a more powerful and finished eleven. The stubborn persistence of the soldiers was a feature of the game.

The Marines successfully accomplished the aerial route often.

The Marine lineup: Biescamp, l.e.; Kimbrough, l.t.; Davis, l.g.; Stroupe, c.; Tipton, r.g.; Ransom, r.t.; Phillips, r.e.; Jordan, q.b.; Shaffer, l.h.b.; Pierce, r.h.b.; and Gotko, f.b.

Soldiers: Aldine, l.e.; Daum, l.t.; Puser, l.g.; Lenst, c.; Turner, r.g.; Hoffman, (c.) r.t.; Durden, r.e.; Barret, q.b.; Clarke, r.h.b.; Slater, l.h.b.; and Rogers, f.b.

The Marines will play the Charleston Marines on Navy Day, and then begin intensive training for the Ft. Benning game in Savannah, Ga., on Armistice Day. The latter game may decide the Parris Island team's chances of representing the Marine Corps in the President's Cup game in Washington, November 21.



Jake Slagle, Who Tallyed Last Point For Princeton

**FIRST GAS REGT. SWIMMING MEET.**—The 1st Gas Regiment, C.W.S., Edgewood Arsenal, Md., recently held a swimming meet following several months of instruction. The winners were: Private Wilcox, Co. A, 50-yard dash, free style; Private Kinney, Co. C, 50-yard back stroke; Pvt. J. E. Braden, Co. C, diving; Pvt. (Icl.) J. W. Moore, Co. A, under-water swim for distance; Co. A, relay race, 100 yards, and Co. B, canoe race for 100 yards. Maj. P. X. English, U.S.A., commands the regiment.

### Games Scheduled October 31

NAVY vs. University of Michigan, at Ann Arbor.
ARMY vs. Yale, at New Haven.
INFANTRY SCHOOL vs. Notre Dame (Reserves), at Ft. Benning.
QUANTICO MARINES vs. Catholic U., at Washington, D. C.
PARRIS ISLAND MARINES vs. Ft. Moultrie, at Parris Island.

**TWENTY-NINTH INF. POLOISTS WIN.**—Continuing their winning streak, the blue-shirted horsemen of the 29th Infantry rolled up a score of 6-2 against the polo team of the Freebooters on Shannon Field Oct. 18.

In the opening chukker the regimental riders pressed the attack all the time, but were unable to score. The Yellows counted first on a run-down by Major Smith when Captain Whisner went through from his position at No. 4 and tallied with a neat shot. The 29th finally overcame the good defensive stick work and evened the score 1-1 with a goal by Captain Burress, in the second chukker.

A new team took the field for the Freebooters, Maj. Smith alone remaining in the line-up, and managed to prevent further scoring.

In the fourth chukker, also marked by good defensive play on the part of Whisner, the Regiment forced the attack and Lt. French put the 29th in the lead, 2-1.

A goal by French from a melee on the knock-in that opened the fifth chukker was immediately balanced by nice team play on the part of the Freebooters, taking the pellet from midfield for a final pass to Whisner, who scored. But the regiment again took the lead with a goal by French, making it 4-2.

In the final period Burress and Griswold established a commanding score for the 29th Infantry, with successive goals. The game ended with the score 6-2. This is the second successive victory for the 29th Infantrymen, who defeated the Infantry School Students 8-2 in the initial contest of the season.

**Twenty-ninth Infantry (6)**—Elkins, No. 1; Griswold, No. 2; Burress, No. 3, and French, No. 4.

**Freebooters (2)**—Collier, No. 1; Forsythe, No. 2; Smith, No. 3, and Whisner, No. 4.

**ARMY MULE BECOMES BEAU BRUMMEL.**—The Army Mule is to have a new blanket, probably in time for the Yale game. A board of officers, composed of Colonels Stewart, Commandant of Cadets; Koehler, Executive Officer, Army Athletic Association; Majs. Stearns, Master of the Sword; Catron, Assistant to the Commandant, and Bowley, selected the design submitted by Cadet R. C. Wilson, Third Class.

The new blanket is a combination of the Army colors of Black and Gray and Gold, with a black block A on a gray background, strewn with gold stars, the emblems of victories over the Navy. The gray field is bordered with alternate stripes of black and gold, and the whole blanket is edged with a heavy gold fringe.

**ARMY SOCCERITES WIN.**—In beating the strong Lafayette Soccer team 3 to 1, the Army showed that they have a very good team. It will be given its first hard test against Lehigh. In the game against Lafayette the forward line showed up much better. Strong wind put greater burden than usual on the defenses. Baird again starred with his defensive work. Browning's work on the offensive was of the highest order, all three goals being directly responsible to him. He scored two himself, and third was made on a perfect centering shot of his. Brigg's work at right fullback was good. Tate was knocked unconscious in the third quarter, but recovered later and returned to the game. The white ball was again used in the closing quarter, due to the gathering darkness.

**D. C. STADIUM PLANS REVIVE HOPE FOR ARMY-NAVY GAME.**—Hopes for eventually bringing the famous Army-Navy football game to Washington have been revived since the publication of plans by Col. Clarence O. Sherrill, superintendent of public buildings and grounds, for the erection of a stadium at the National Capital.

The plans, as outlined by Colonel Sherrill, contemplate the erection of a stadium of the most modern type, capable of seating at least 65,000 people, of a design in keeping with the expected increase of Washington's population to a million or more in the not far distant future.

Washington has always wanted an Army-Navy game, but has no field capable of handling the crowds that clamor for admittance to this classic, and the stadium would solve this problem. It would also permit the Capital to bid for world sports, including the Olympic games.

**CAVALRY HORSE SHOW FOR ALL MEMBERS OF ARMY OF THE UNITED STATES.**—The annual 6th Cavalry horse show of the 63d Cavalry Division will be held at Fort Oglethorpe, Ga., November 13 and 14. All members of the Army of the United States are eligible to compete. However, in addition to the regular events in the show there are to be three special events which are open to National Guard and Reserve Officers only, two of which will be for the Reserves and one for the National Guard.

Second Lt. Lewis Heyden Keith, Cav-Res., Miami, Fla., having been assigned to the division and has been attached to the 310th Cavalry for training.

Maj. Herbert R. Dyer, O.R.C., Gen. Staff Sec., 63d Cavalry Division, and commander of the "Bert" Hodge Post No. 45, of the American Legion at Palatka, Fla., has been elected to serve as a member at the 1927 Paris convention committee.

**ARMY PLEBES BEAT CORNWALL, 17-0.**—The Plebe football team beat the Cornwall Military Academy team by the score of 18-7 on October 17. This, also, was a great victory, for the Cornwall team came with an excellent record, having whipped the Columbia Freshman team and others of like caliber. The Plebe team is under the direction of Lieutenant Wicks, who has been acting as head coach of their squad. Cuno, at left end, who scored two touchdowns on forward passes, was the outstanding player for the Plebes. Blackwell, Fagg, Lovell and Foster also played well.

**F. SAM HOUSTON HAS BUSY GRIDIRON.**—The 1st and 23d U.S. Infantry eleves are leading the race for the post championship, according to latest reports from Texas. The 23d Infantrymen have vanquished the 9th Infantry 7-0. They also won from the 20th Infantry 47-0. The 1st Infantry pigs skin chasers met their stiffest opposition when they trounced the 9th Infantry 12-0 in the opening game of the season and topped it off by beating the 15th F.A. 38-0 and the 12th F.A. 36-0.

### ARMY RETIREMENTS

**MAJ. JOHN D. CARMODY, U.S.A., RETIRES.**—Maj. John D. Carmody, Q.M. Corps, U.S.A., who was retired from active service October 5, 1925, for disability incident thereto, has had some diversified service. He was born in England January 5, 1876. He joined the Naval Battalion of the District of Columbia National Guard in 1903 as an ensign; became a first lieutenant of Ordnance in the District of Columbia National Guard in 1914, and a major in the Minnesota National Guard in 1916. During the World War Major Carmody served in the O.R.C. as captain of ordnance, major in the Signal Corps, and as a lieutenant colonel in the Air Service of the National Army. He entered the Regular Army as a major of Infantry in 1920. He holds the degree of LL.B., Georgetown University, and A.M., Gonzaga College.

**CAPT. DAVID B. VAN PELT, INF., U.S.A.,** who has just been retired from active service on account of disability incident thereto, was born in Alabama July 14, 1896, and first entered the Military Service in August, 1915, as a second lieutenant in the Infantry section of the Officers' Reserve Corps. He entered the Regular Army as a second lieutenant of Infantry in November, 1917.

**RETIREMENT OF MASTER SGT. RICHARD STOECKER.**—Master Sgt. Richard Stoecker, 3d Coast Artillery, U.S.A., was retired from active service October 10, 1925, at Ft. MacArthur, Calif., after long and faithful service. He first entered the Regular Army in Co. F, 23d Infantry, September 9, 1896, and his subsequent reenlistments were in the Artillery. His active service covers a period of approximately 30 years, 27 of which were with the noncommissioned staff. He has seen service in the Philippine Islands during the insurrection, and also saw service during the World War.

**MASTER SGT. JOHN L. NELSON RETIRED.**—Master Sgt. John L. Nelson, 13th Coast Artillery, U.S.A., was retired from active service at Ft. Barrancas, Fla., October 15, 1925, after an honorable service. The regiment was paraded for review in his honor by Lieutenant Colonel Williams, commanding at Ft. Barrancas, who, in General Orders 3, 13th Coast Artillery, said in part:

"Master Sergeant Nelson's record in the Army is one he may well be proud of and is an outstanding example for all soldiers to follow. He originally enlisted in Co. A, Independent Battalion Washington Volunteers, June 30, 1898, then served an enlistment in the 4th Cavalry, Regular Army, on completion of which he enlisted in the Coast Artillery Corps, and has served in this branch of the service since November 9, 1901. During the World War he held a company commission in the Coast Artillery Corps as first lieutenant."

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# U. S. NAVY, MARINE CORPS AND COMPONENTS

## ADMIRAL NULTON DESCRIBES TRAINING FOR OFFICERS IN NAVY



SCENE AT UNITED STATES NAVAL ACADEMY, ANNAPOLIS, SHOWING THE MIDSHIPMEN ON DRESS PARADE

### THE UNITED STATES NAVAL ACADEMY

By Rear Adm. L. M. Nulton, U.S.N., Superintendent  
(Written for Navy Number, ARMY AND NAVY JOURNAL)

**I**T is by no means enough that an officer of the Navy should be a capable mariner. He must be that, of course, but also a great deal more. He should be, as well, a gentleman of liberal education, refined manners, punctilious courtesy, and the nicest sense of personal honor. Thus, at the very birth of the American Navy, did John Paul Jones prescribe the requisites of the naval officer to the Continental Congress in 1775. And in the furtherance of his convictions later recommended that: \*\*\* "It may be expedient to establish an Academy at each dockyard under proper masters, whose duty it should be to instruct the officers of the fleet when in port in the principles and application of the mathematics, drawing, fencing and other arts and accomplishments. It will be requisite that young men serve a certain term in quality of Midshipmen or master's mate before they are examined for promotion."



Rear Adm. L. M.  
Nulton, U.S.N.  
Superintendent

### ONCE TRAINED BY CIVILIANS

Until the founding of the present Naval Academy in 1845, officers were required to get their schooling as best they could from civilian school masters placed on board Navy ships for the purpose.

Shortly after the opening of the Naval Academy, the Naval School, as it was then called, the students consisted of 56 midshipmen. The greatest number ever matriculated at the Academy was approximately 2,500, in 1923. The present number is 1,755. Needless to say, the Academy has undergone great changes since its inception. The physical transformation has been complete, not a single structure of the old School remains today. Many changes in the curriculum have taken place to keep pace with the progress of the day, the most recent being the course of training in the fundamentals of aviation.

### COMMISSIONED ENSIGNS AFTER GRADUATION

Midshipmen after graduation are commissioned ensigns in the Navy, and occasionally to fill vacancies in the Marine Corps and in certain of the Staff corps of the Navy.

A candidate who has been duly appointed is required to establish his qualifications mentally and physically. There are two methods for qualifying mentally; one by taking the regular entrance examinations; the other by the submission of a certificate from a secondary school showing graduation with at least 15 units of work acceptable to the Academic Board as regards subject and marks or by certificate from the College Entrance Examination Board showing proficiency in the examinations set by the Board in acceptable subjects to the amount of 15 units. All candidates submitting acceptable certificates must pass a brief substantiating examination in mathematics and English.

### THE MISSION OF THE ACADEMY

The Academy does not attempt to turn out finished naval officers. Such would be a hopeless task without adequate experience afloat. The Naval Academy turns the graduate over to the service, for seasoning and further training in the school of experience. The four-year course is of necessity a crowded one, but precisely planned for the execution of its mission in every detail, and that mission has been defined as follows:

"To mould the material received into educated gentlemen, thoroughly indoctrinated with honor, uprightness and truth, with practical rather than academic minds, with thorough loyalty to country, with a groundwork of educational fundamentals upon which experience afloat may build the finished naval officer, capable of upholding, whenever and wherever may be necessary, the honor of the United States; and withal giving due consideration that healthy minds in healthy bodies are necessities for the fulfillment of the individual missions of the graduates; and that fullest efficiency under this mission can only be attained if, through just and humane yet firm discipline, the graduates carry into the Service respect and admiration for this Academy."

**U.S.S. PENNSYLVANIA NEW BATTLE FLEET FLAGSHIP.**—Due to the fact that the California, flagship of the Battle Fleet, is now in overhaul until November 10, the U.S.S. Pennsylvania became the flagship of the Battle Fleet on October 9. In order to make this change the flag of commander Battleship Division 3, Rear Admiral Zeigemeier was transferred to the Arizona.

The California completed her short-range battle practice on October 8. The California was the first ship of the Battle Fleet to fire this practice, and the results were considered very satisfactory.

**CAPTAIN REEVES TAKES COMMAND OF AIRCRAFT SQUADRONS.**—Capt. K. M. Reeves, U.S.N., relieved Capt. Stanford E. Moses, U.S.N., in command of the Aircraft Squadrons, Battle Fleet, on October 12, at the Navy Yard, Mare Island. Captain Reeves will proceed from Mare Island to San Diego and hoist his flag on the U.S.S. Aroostook during the time the Langley is at the navy yard for overhaul. Captain Moses expects to be ordered to the Naval War College on July 1.

### U. S. FLEET OPERATING PLAN FOR JANUARY AND FEBRUARY, 1926.

The following revised plan of operations submitted by the Commander in Chief, U. S. Fleet, has been approved by the Navy Department:

**Battle Fleet.**—In San Diego-San Pedro area for Christmas and New Year's holidays until January 4. January 4 to February 1, San Pedro-San Diego area for gunnery, upkeep, athletics and liberty. February 1 to February 14, cruising from San Diego area to Balboa. Tactical Fleet Problem No. 6 with Scouting Fleet during last part of cruise. February 15 to February 22, at Balboa for upkeep, liberty, athletics, and conference regarding Fleet Problem No. 6. February 22 to March 5, exercises in Panama Bay.

The Battle Fleet will leave Panama about March 15 for San Diego-San Pedro, arriving in that area about April 1, in order to complete gunnery exercises for the year. Submarine Divisions 9 and 14 will remain in Hawaiian waters.

**Scouting Fleet.**—Until January 4 in home ports for Christmas and New Years' holidays; January 4 to January 13, home ports for upkeep and ship drills; January 13 to January 18, cruising from home ports to Guantanamo area; January 18 to February 1, Guantanamo area—gunnery exercises, upkeep and athletics; February 1 to February 6, cruising, Guantanamo to Balboa and transiting canal; February 8 to February 13, exercises with Battle Fleet; February 13 to February 22, Balboa for upkeep, athletics, etc; February 22 to March 6, exercises in Panama Bay.

The Scouting Fleet will probably leave Panama March 15 for Guantanamo and remain in this area until the end of May for gunnery exercises, etc. The battleships participating in the Midshipman's Practice Cruise will arrive at their home yards May 5, to remain until the beginning of the cruise.

**Control Force.**—Until January 4 at home ports for holidays; January 4 to January 16, cruising to the Canal Zone; January 16 to January 25, at Canal Zone for upkeep, liberty, athletics, and transiting canal; January 25 to February 8, gunnery and tactical exercises in Panama Bay; February 8 to February 13, exercises with combined fleets; February 13 to February 22, at Balboa for upkeep, athletics and liberty; February 22 to March 8, exercises in Panama Bay.

The Control Force will remain in the Canal Zone until April 5, when they will return to the New London area. The submarines based on the Canal Zone will operate with the Control Force during the stay of that force in Panamanian waters.

**Base Force.**—Train Squadrons 1 and 2 will furnish train service for the Battle Fleet and Scouting Fleet during this period.

During the stay of the Fleet in the Canal Zone combined fleet athletics will be conducted and conferences regarding the fleet problems will be held.

The Seattle, flagship of the Commander in Chief, U. S. Fleet, will leave New York about the middle of January for Guantanamo and other West Indian ports. The Seattle will base on Balboa until about March 15, and then proceed to West Coast ports.

**THE R-6 LEADS SUBMARINE CLASS.**—The U.S. Submarine R-6, it was announced this week by Rear Adm. M. M. Taylor, U.S.N., Director of Fleet Training, stood first in engineering performances for vessels of the submarine class for the year to September 1, 1925. For the month of August only, the R-17 headed this list.

The yearly standing of vesels of the submersible class to September 1 is as follows: R-6, R-7, O-2, R-14, O-7, S-12, S-13, O-3, R-10 and the R-17.

The August standing of the submarines in engineering performances is as follows: R-17, S-21, S-13, O-2, R-7, R-18, O-7, R-14, S-41, S-50.

**BATTLESHIP FLEET PARTICIPATING IN TACTICAL EXERCISES.**—All available ships of the Battle Fleet and Fleet Base Force are participating in the tactical exercises on October 23 and 24. Battleships, destroyers, submarines, aircraft and train vessels left port early on the 23d and return to port about noon on the 24th.

Vessels which have been assigned to various Pacific Coast ports for Navy Day will leave for these ports immediately after the tactical exercises, except those going to ports near their bases, which will leave on October 26.

**ADMIRAL HUGHES HOISTS FLAG ON PENNSYLVANIA.**—Adm. C. F. Hughes, the new Commander in Chief, Battle Fleet, arrived in Long Beach on October 14, and after reporting to the senior officer present, Vice Admiral Jackson, hoisted his flag on the U.S.S. Pennsylvania and assumed command of the Battle Fleet.

Adm. S. S. Robison, Commander in Chief, U. S. Fleet, arrived in Long Beach on October 16, and after conferring with Admiral Hughes proceeded to San Diego and sailed on his flagship, U.S.S. Seattle, from San Diego on October 17 for New York, via Panama and Guantanamo.

## ORDERS FOR THE NAVY

Commander-in-Chief—Calvin Coolidge, President  
 Secretary of the Navy—Curtis D. Wilbur  
 Assistant Secretary of the Navy—T. Douglas Robinson  
 Chief of Naval Operations—Admiral E. W. Eberle

October 19, 1925

Effective October 14, 1925

Comdr. R. C. MacFall to command Dest.  
Div. 31.Lt. Comdr. D. C. Laizure to command subm.  
Div. 3; E. W. McKee to command U.S.S. Far-ragut.  
Lts. H. L. Burman to navy yard, Mare Island,  
Calif.; A. F. Folz ors. Aug. 1 and 25 modified.  
Carry out remainder orders.Lts. R. Kiely to U.S.S. Mahan; L. A. Parker  
to Nav. Torp. Sta., Newport, R. I.; E. E. Stone  
to U.S.S. California.Ens. H. M. Wescoat to temp. duty Nav. Trng.  
Sta., N.O.B., Hampton Roads, Va.Lt. Comdr. R. G. Davis (M.C.) to Bu. M. and  
S.; Lt. (j.g.) J. E. Root, Jr., (M.C.) to Nav.  
Hosp., New York.Lt. Comdr. J. L. Brown (D.C.) Det. Marine  
Corps Base, N.O.B., San Diego, Calif.

Effective October 15, 1925

Capt. W. K. Wortman to command U.S.S.  
Quail.Comdr. C. W. Mauldin to command U.S.S.  
Bridge; A. C. Read to Aircraft Sqdns., Battle  
Fleet; R. F. Zogbaum, to duty on staff, Naval  
War College, Newport, R. I.Lt. V. R. Moore to U.S.S.-39.  
Ens. O. Scoggins to Rec. Ship, San Francisco,  
Calif.Ch. Mach. S. S. Halliburton to Aircraft Sqdns.,  
Battle Fleet; Lt. F. Sabiston (M.C.) resigna-  
tion accepted 8 Dec. 1925.The following dispatch was received from  
Flag Pittsburgh dated Oct. 12, 1925:  
Lt. Comdr. P. P. Powell to command U.S.S.

Scorpion; Comdr. H. Delano to asst. chief of  
staff, comdr. Naval Forces, Europe; Lt. H. O.  
Hunter to U.S.S. Pittsburgh and Comdr. A. B.  
Clifford (M.C.) to U.S.S. Pittsburgh.

Effective October 16, 1925

Capt. W. S. Miller to command Dest. Sqd. 9,  
Scouting Fleet.Lts. S. H. Matteson to Rec. Ship, San Fran-  
cisco, Calif.; V. H. Ragsdale to Gunnery &  
Tactical Officer on staff, Comdr. Aircraft Sqdns.,  
Battle Fleet; T. E. Cox (M.C.) to await orders,  
Washington, D. C.Bosn. W. Ramsay to U.S.S. Contocook.  
Ch. Mach. Z. A. Sherwin to continue treat-  
ment Nav. Hosp., San Diego, Calif.The following dispatch was received from C.  
I.N.C., Asiatic, dated October 15, 1925:Lt. F. Hart, to U.S.S. S-2; Pay Clk. G. A.  
Looby, to U.S.S. Jason; A.P.C.R. R. K. Hughes,  
to Nav. Sta., Olongapo, and Ch. Gun. J. H. Kane,  
to Naval Station, Cavite.

October 21, 1925

Effective October 17, 1925

Lt. Comdr. J. S. Spore to navigating officer  
U.S.S. Pennsylvania.Lts. M. M. Gould (M.C.) to Nav. Hosp., N. Y.;  
E. H. Prescott (M.C.) to U.S.S. Brazos; J. A.  
Topper (M.C.) to U.S.S. Quail; Bosn. Edward  
E. Walton, to U.S.S. Vireo.

Effective October 19, 1925

Lt. Comdr. R. Gatewood to 1st Lt. U.S.S.  
Pennsylvania; H. E. Welte to under instr. Naval  
War College, Newport, R. I.

(Continued on page 199)

## U. S. FLEET

Admiral S. S. Robison, Commander in Chief, U.S.S. Seattle (flagship), to Balboa

### CORRECTED TO OCTOBER 20, 1925

Address mail for all vessels in Pacific waters  
to Pacific Station via San Francisco, Calif.; ves-  
sels in Atlantic and European waters in care  
of Postmaster, New York City.

### BATTLE FLEET

Adm. C. F. Hughes, commander in chief, Cali-  
fornia to Bremerton, Wash.

### Battleship Divisions

Vice Adm. R. H. Jackson, Commander.

West Virginia (flagship), Arizona, Colorado,  
Idaho, Maryland, Mississippi, New Mexico,  
Nevada, Pennsylvania, Tennessee, at San Pedro,  
Calif.; Oklahoma at Bremerton, Wash.Destroyer Squadrons.—Aitair, Chase, Corry,  
Henshaw, Doyen, Farragut, Farenholz, Hull,  
Kennedy, Litchfield, La Vallette, Macdonough,  
McCawley, McDermut, Marcus, Melville, Melvin,  
Meyer, Moody, Mullany, Paul Hamilton, Reno,  
Robert Smith, Shirk, Sloat, Selfridge, Somers,  
Stodert, Sumner, Thompson, Wood, William  
Jones, Yarborough, Zeilin, at San Diego, Calif.;  
Sinclair, San Pedro; Farquhar, Decatur, J. F.  
Burnes, Omaha; Percival, Bremerton, Wash.;  
Kidder, Mervine, Mare Island.Aircraft Squadrons.—Aroostook, at San  
Diego; Langley, at Mare Island, Calif.; Gannet,  
San Diego.Submarine Divisions.—R-1, R-2, R-3, R-4, R-5,  
R-6, R-7, R-9, R-10, R-8, R-11, R-12, R-13, R-14,  
R-15, R-16, R-17, R-18, R-19, R-20, at Pearl  
Harbor, T. H.Savannah (tdr.), S-28, S-29, S-33, S-24, S-25,  
at San Diego, Calif.S-4, S-6, S-7, S-8, S-9, S-14, S-15, S-16, S-17,  
S-26, S-27, at Mare Island, Calif.Argonne, at Mare Island, Calif.; V-1, V-2, at  
Portsmouth, N. H.

### BASE FORCE

Rear Adm. George R. Marvell, Commander.  
Procyon (F.), at San Pedro.Mine Squadron 2.—Burns, Ludlow, Whippoor-  
will, Pearl Harbor; Tanager enroute to Tutuila.Train Squadron 1.—Antares, at Guantanomo;  
Brazos, N. Y., to Beaumont; Bridge, at Guan-  
tanamo; Mercy, Guantanomo; Vestal, Block  
Island.Train Squadron 2.—Arctic, at Mare Island;  
Cuyama, Bremerton; Kanawha, at Mare Island;  
Modus, at San Pedro; Relief, Neches, at San  
Diego.

### FORCES IN ATLANTIC

#### SCOUTING FLEET

Vice Adm. J. S. McKean, Commander.

#### Battleship Division

Utah, New York, Wyoming, Guantanomo;  
Arkansas, at Philadelphia, Pa.; Florida, at Bos-  
ton, Mass.; Texas at Norfolk, Va.Light Cruiser Divisions.—Cincinnati, Detroit,  
Milwaukee, Raleigh, at Gonavas Bay, Haiti,  
Marielhead, Memphis, Richmond, Trenton,  
Guantanamo.Destroyer Squadrons.—Concord (F.), Bain-  
bridge, Barker, Billingsley, Borie, Breck, Childs,  
Converse, Dallas, Dale, Dobbin, Flusser, Glimer,  
Goff, Hopkins, Hatfield, Humphreys, Isherwood,

Commander-in-Chief—Calvin Coolidge, President  
Secretary of the Navy—Curtis D. Wilbur  
Assistant Secretary of the Navy—T. Douglas Robinson  
Chief of Naval Operations—Admiral E. W. Eberle

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Warrant Officer .....	2.50		



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## U. S. COAST GUARD

Assistant Secretary—Lt. Col. L. C. Andrews  
Rear Admiral F. C. Billard, Commandant  
Lieutenant Commander S. S. Yeandle, Aide to  
Commandant

### COAST GUARD GAZETTE

Lts. (E.) L. E. Wells assigned Tuscarora; (E.)  
(T.) E. B. Smith assigned Monaghan; (j.g.)  
(E.) H. H. Curry assigned Ammen; Ens. W. R.  
Richards assigned Downes; Ens. F. A. Leamy  
assigned Monaghan.

Mach. (T.) J. E. Cotton assigned Mascoutin,  
Norfolk; Mach. E. R. Short assigned Kickapoo,  
Cape May.

Bos'n (T.) R. Larson, Base 9, Cape May;  
(T.) E. B. Smith assigned Monaghan; (j.g.)  
resignation previously tendered withdrawn.

**COAST GUARD CADETS GET NEW TRAINING SHIP.**—Arrangements are being made to detail the Burrows temporarily to the Superintendent of the Academy for training purposes, the vessel to be berthed at the Academy wharf. A schedule of training for personnel at the Receiving Unit and the Academy will be arranged for along the following lines: Fireroom and engine room enlisted personnel for destroyers and general detail; deck ratings for destroyers and general detail; training line and engineer cadets for destroyer and general service duty.

The Burrows while in the above status will remain attached to the destroyer organization with respect to the following details: Discipline, inspection, upkeep and maintenance, accounts, and overhaul and repair. The Superintendent of the Academy will control the movements of the Burrows during such time as the vessel is detailed to the Academy for training duties, and her commissioned complement while on such duty shall consist of the commanding, executive and engineer officers.

**COAST GUARD UNITS WILL CELEBRATE NAVY DAY.**—The Coast Guard enjoys much in common with the Navy, serving as a part of that establishment in time of war or whenever the President shall so direct, and feels a deep interest in the observance of Navy Day, which has for its purpose the furthering of a greater understanding of the relationship of the Navy to the welfare of the Nation. Instructions have been issued by Coast Guard Headquarters to the various units to cooperate with the Navy in making the day an impressive and instructive one.

### NAVAL FORCES, EUROPE

Vice Adm. Roger Welles, Commander.

Pittsburgh (F.), Cherbourg to Gibraltar; Scorpion,  
at Trieste, Italy; Bruce, to Gibraltar; Chas.  
Auburn, Osborne, at Gibraltar; Cogian,  
Cherbourg to Gibraltar; Preston, Lamson, at  
Gibraltar.

### SPECIAL SERVICE SQUADRON

Send mail in care of Postmaster, N. Y. City,  
Denver, Galveston, at Balboa, C. Z.; Cleveland,  
Key West, Fla.; Rochester, at Arica, Chile;  
Tulsa, at Cristobal, C. Z.

## SOCIAL HAPPENINGS IN THE SERVICES

ANNOUNCEMENTS of Personals, Entertainments, Engagements, Weddings, Births, will be received each week up to the time of going to press Friday. Photographs of brides are invited for publication. Address Editorial Offices of the ARMY AND NAVY JOURNAL, 1523 L Street N.W., Washington, D.C.

**The New Haven Sector** of the Association of the Army of the U.S. cordially invite all visiting officers who are to attend the Army-Yale game, October 31, to an entertainment and refreshments at their meeting rooms, Foot Guard Armory, Whitting Street, New Haven, Conn., at 8 p.m., October 30. Many prominent Army, Navy, and civilian officials are expected to be present.

**Mrs. Frederic W. Bailey** has returned to her home in Pontiac, Mich., after spending a month with her son, Lt. Donald J. Bailey, 61st C.A. Lieutenant Bailey and his mother motored from Michigan to Ft. Monroe in September, stopping at many points of interest enroute.

**Miss Clarisse Ord Ryan**, daughter of Col. and Mrs. John J. Ryan, will be at 305 West Seventy-fourth Street, New York City, for the Winter. Since coming to New York to follow the profession of interior decoration, Miss Ryan has become well known as the manager of the unique "Corser Shop" of the department of interior decoration, R. H. Macy.

**Mrs. Clem and daughter, Elizabeth**, wife and daughter of Maj. Gen. John L. Clem, U.S.A., Ret., sailed for Europe on the George Washington, October 10. Mrs. Clem will return to 1870 Wyoming Avenue, Washington, D.C., in November.

**Mrs. W. A. Hodgman**, wife of Lieutenant Commander Hodgman, U.S.N., Ret., and his mother, Mrs. John E. Hodgman, have been spending a fortnight in Paris, prior to the latter's sailing for the States. Mrs. Hodgman will return to Vienna, Austria, where Lieutenant Commander Hodgman has recently taken over the United States Lines, having been transferred from a similar position in Frankfurt, Germany.

**Capt. W. L. Lowe**, U.S.A., Ret., and Mrs. Lowe will spend the winter at the home of Mrs. Albin at the University of Virginia. Miss Virginia Lowe is attending St. Anne's School, Charlottesville, Va.

**Col. Wait C. Johnson**, U.S.A., and Mrs. Johnson, of Ft. Benning, Ga., were hosts for an eight-table bridge supper recently, as farewell for Col. A. S. Pendleton, U.S.A., and Mrs. Pendleton, who are to go to the Philippines. Colonel and Mrs. Johnson gave a regmental tea recently in honor of Lt. Col. J. S. Walling, U.S.A., and Mrs. Walling, Capt., U.S.A., and Mmes. McNair and Hamblen.

**Mrs. Ellen Wilson** is very seriously ill in St. John's Hospital, St. Louis, Mo. Mrs. Wilson is a sister of Miss Julia Tate and the late Lt. Col. Robert F. Tate, U.S.A.

**Comdr. Arthur C. Scott**, U.S.N., and Mrs. Scott have arrived at San Diego, after motoring from Washington, D.C. Commander Scott has been assigned to the command of the U.S.S. Thompson, and during the time that vessel is at San Diego Mrs. Scott will be at the Hotel del Coronado.

**Lt. Col. Howard L. Landers**, U.S.N., and Mrs. Landers, and sons, Jim and Hoskins, are located at 2000 Penn Avenue South, Minneapolis, where Colonel Landers is on duty at the headquarters of the 88th Division.

**Dr. and Mrs. J. S. Steele**, of San Antonio, Tex., are visiting their son and daughter, Capt. and Mrs. Merritt H. Greene, U.S.A., who are stationed at Norwalk, Conn. The party will motor through the New England States and visit points of interest in Canada. Miss Dorothy Steele accompanied her mother and father as far as New York City, where she entered school.

**Miss Anne Crichton**, of Washington and Mobile, was the guest of honor at a young people's supper given recently

by Col. W. C. Johnson, U.S.A., and Mrs. Johnson, of Ft. Benning, Ga.

The Chaumont Unit of the American Women's Legion is giving its annual card party at the Officers' Club, Washington Barracks, on Oct. 28. Mrs. James W. Wadsworth, Jr., is chairman of the committee in charge of arrangements, and Mrs. Aristides Moren is vice-chairman. Mrs. Walter Schuyler Grant is chairman of refreshments, Mrs. William P. Wooten of tables, and Mrs. Herbert B. Crosby of the hall and decorations. Miss N. R. Macomb has charge of the tickets. The Chaumont Unit numbers many Army women among its members, besides women of the Reserve Corps, and others whose relatives served in the World War. Its work has shaped itself largely along lines of the Army Relief, covering cases which do not come within the scope of other relief organizations.

The large attendance and keen interest shown by the ladies of the Q.M.C., who met for luncheon at 2400 16th Street, October 20, indicates that succeeding luncheon meetings, to be held monthly throughout the Winter season, will be even more successful than those of last year. Mrs. W. L. Finley, president of Washington Chapter, No. 2, of the Army Relief, was the guest of honor and gave a most interesting talk on the work of the Army Relief. Mrs. A. B. Sewell, a member of the National Academy, was one of the guests at the luncheon. Mrs. Sewell's portrait of Mrs. H. H. Sheen, wife of Col. Sheen, Q.M.C., is now part of the Centennial Exhibit at the Corcoran Art Gallery. Two piano selections were brilliantly rendered by Eleanor Hubert, pupil of Mrs. O. J. Matlock, wife of Capt. Matlock, Q.M.Res. The success of the first luncheon was largely due to the organization of Mrs. F. W. Van Duyne, who is chairman of the Luncheon Committee.

**Maj. Rupert Hughes**, O.R.C., of the Military Intelligence Division, is among the Reserve Officers ordered to report to the Army War College, Washington, D.C., Jan. 1, for a course of instruction until Feb. 1. Major Hughes is the well-known novelist.

**Mrs. Wilfred J. Stokes** was hostess at a luncheon October 20 at the Mayflower, Washington, D.C., in honor of Mrs. J. G. Reinartz of Liverpool. Her guests were Mrs. Eugene Reinartz of Bolling Field, Mrs. William Dwyer of Philadelphia, and Mrs. Clarence Malaby of Washington.

**Mrs. William F. H. Godson** returned to Europe on the U.S. Lines, S.S. "Republic," which sailed October 16 from New York. Her address will be as formerly care Morgan, Harjes & Cie., Paris. Mrs. G. C. Rippetoe (Elizabeth Godson) also sailed on the above date with her daughter, Marian, for an indefinite stay with her father, Colonel Godson, in Belgrade, Jugoslavia.

**Capt. Hugh Barclay**, U.S.A., Military Attaché at Rio de Janeiro, Brazil, arrived in New York on October 12, and has joined Mrs. Barclay at Douglaston Manor, Pulaski, N.Y., the summer home of Mrs. Barclay's parents, Mr. and Mrs. Harry A. Moody.

The first winter meeting of the Consolidated Group of Reserve Officers of Cook County took place October 14 at the City Club, Chicago, Ill. There were more than 500 acceptances and a very enthusiastic meeting was held. Maj. Gen. William S. Graves, U.S.A., commanding 6th Corps Area, was guest of honor, and gave a talk on his experiences in Siberia. Col. Manus McCloskey, Chief of Staff, Artillery Group, U.S.A., presided at the meeting and brought to the attention of the Reserve Officers the advisability of taking the correspondence courses, some of the

lessons learned from training experiences of the past summer and other timely topics.

**First Lt. J. G. Boykin**, U.S.A., who has been aide-de-camp to Maj. Gen. Robt. L. Howze, U.S.A., at Fort Hayes, Ohio, and at Fort Bliss, Tex., with the 1st Cavalry Division for almost three years, has been returned to duty with troops, and left Fort Hayes October 15 for Fort Myer, Va., where he has been assigned to the 3rd Cavalry. Lt. A. P. Fox, U.S.A., recently at Fort Thomas, Ky., with the 10th Inf., became aide-de-camp to General Howze, vice Lieutenant Boykin.

**Drag hunts** for the season at Fort Benning, Ga., started October 18 with an exceptionally large turnout. Fifty-five riders took to boots and saddles early in the morning. Following a course toward Gilbert Creek, parallel to the Lumpkin Road, the pack turned north again around Machine Gun Hill, Cook's Ridge, and the Water Towers and so back to the starting point at the Polo Club. There the riders together with a number who had not mounted, were served a substantial breakfast. The party included the commandant and visiting Generals Allen, Hart and Bjornstadt, all U.S.A.

**Chaplain Joseph M. Kengley**, U.S.A., Ret., now living in Chicago, Ill., recently visited the office of the Chief of Chaplains and conferred with Lt. Col. Julian E. Yates, U.S.A., executive officer.

**Captain and Mrs. Robert Henderson**, U.S.N., gave a tea on October 19 for Admiral and Mrs. Mark L. Bristol to his former Navy and diplomatic associates in the Near East. Admiral and Mrs. Bristol will return soon to Constantinople.

**Rear Adm. Herbert O. Dunn**, U.S.N., of Haversham, R.I., has been mustered in as a member of Harley P. Chase Post, No. 1265, Veterans of Foreign Wars, of Westerly, R.I. He was made a life member by a rising vote.

**Maj. Gen. W. H. Hart**, Q.M. General, U.S.A., was the speaker at the first of the monthly Quartermaster Corps luncheons, 1925-26 season, held in Washington, D.C., at the Hotel La-

(Continued on page 190)

### ENGAGEMENTS

**Atkeson — Breed**.—Mr. and Mrs. George Breed of Philadelphia, announce the engagement of their daughter, Mary Paulding, to Lt. Clarence Lee Conner Atkeson, U.S.N., son of Dr. and Mrs. Clarence L. C. Atkeson of Columbia, Ala.

**Kelly — Weldon**.—Dr. and Mrs. John Donald Weldon of Paris, Tenn., announce the engagement and approaching marriage of their daughter, Virginia, to Lt. (j.g.) Thomas J. Kelly, U.S.N. The wedding will take place in Paris, Tenn., in December.

**Breckenridge — McKeldin**.—Rear Adm. L. C. Palmer, formerly U.S.N., and Mrs. Palmer, announce the engagement of their daughter, Miss Bessie Draper McKeldin to Mr. Henry Breck.

(Continued on page 190)

### WEDDINGS

**Gillette — Kinnison**.—Col. Henry Lee Kinnison, U.S.A., Ret., and Mrs. Kinnison announce the marriage of their daughter, Grace, to Lt. Francis E. Gillette, 30th Inf., U.S.A., on Oct. 6, 1925, at San Francisco, Calif.

**Murrell — Hero**.—A wedding of interest in Army and Navy circles was solemnized at the post chapel, Fort McPherson, Ga., on October 17, 1925, when Miss Elinor Kelso Hero became the bride of Lt. Thomas Garland Murrell,

U.S.N. The chapel was beautifully decorated with chrysanthemums and colorful autumn foliage. The bride who entered on the arm of her father to the strains of Lohengrin wedding march, wore a gown of white satin with circular skirt and train, a Paris creation, with the veil trimmed with rare old Brussels point lace. She carried a bride's bouquet of white roses and lilies of the valley. Her sister, Mrs. H. W. Brimmer attended her.

The bride was met at the altar by Lt. Murrell who had as his best man his brother, Lt. Weymouth L. Murrell, U.S.R. Chaplain Hockman read the Episcopal marriage service, while Mrs. Clapham presiding at the organ, and Mr. Anderson and Mr. Friedel, violinists, rendered soft strains from suitable selections. The bride was given away by her father, Col. Andrew Hero, Jr., C.A.C.

The Mendelssohn wedding march was played as the happy couple left the chapel. Lt. H. W. Brimmer, U.S.A., and Lts. S. H. Ingersoll and F. J. McKenna, U.S.N., classmates of the groom, were ushers. An informal reception was held at the quarters of the bride's parents immediately following the wedding, after which the bride and groom left for an extended northern motor trip. The bride who has recently arrived at Fort McPherson after a trip through Europe returning from the Philippines, is the charming and attractive daughter of Col. and Mrs. Andrew Hero, Jr., C.A.C., U.S.A. The groom is the son of Mrs. M. G. Murrell of Lynchburg, Va., and is a graduate of the U.S. Naval Academy, class of 1921-A.

**Peixotto — Dishman**.—Maj. S. R. Dishman, U.S.A., and Mrs. Dishman announce the marriage of their daughter, Miss Catherine Augusta Dishman to Capt. E. M. Peixotto, U.S.A., of the Presidio of San Francisco, October 3, 1925, in the Dishman's quarters at Fort Mason. Rev. F. W. Clampett, of San Francisco, officiated. The maid of honor was Miss Betty Willcox of Spokane, and the best man Capt. P. P. Salgado, 30th Inf., U.S.A. There were about a hundred Army and civilian guests. A reception followed, and the bride cut

(Continued on page 190)

### BIRTHS

**Pfeffer**.—Capt. Chas. A. Pfeffer, M.C., and Mrs. Pfeffer announce the birth of a son on Sept. 19, 1925, at Mitchel Field, Long Island, N.Y.

**Sherman**.—Born to Lt. Harry B. Sherman, Inf. (Tanks), and Mrs. Sherman, a daughter, Betty Hale, on Oct. 5, 1925, at Walter Reed Hospital, Washington, D.C.

**Ackerson**.—Born at University Hospital, Iowa City, Iowa, October 14, 1925, to Capt. Martin Ackerson, Inf. (D.O.L.), U.S.A., and Mrs. Ackerson, a son, Frederic.

**Barton**.—Born to Maj. Raymond O. Barton, General Staff Corps, U.S.A., and Mrs. Barton, of 311 South Thirty-first Street, Omaha, Nebr., a daughter, Clare Conway Barton, on October 11, 1925, at the Methodist Hospital, Omaha, Nebr. Major Barton is on duty as Assistant Chief of Staff, G-2, Seventh Corps Area.

**Hastie**.—Lt. Frank B. Hastie, C.E., and Mrs. Hastie announce the birth of a daughter, Cora Bowman, at Walter Reed Hospital, October 11, 1925.

**Reinicke**.—Born to Lt. Comdr. F. G. Reinicke, U.S.N., and Mrs. Reinicke, a son, Frederic Rogers, at Newport, R.I., on October 9, 1925.

**Macklin**.—Lt. James E. Macklin II, and Mrs. Macklin announce the birth of

(Continued on page 190)



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### OBITUARIES

Announcements of deaths should be addressed to Editorial Office, Army and Navy Journal, 1523 L St. N. W., Washington, D. C.

Burgess.—Lt. George H. Burgess, Air Service, U.S.A., who, with two newspapermen, was burned to death on October 16, 1925, when a plane he was piloting crashed to the ground near New Salem, Pa., was born in New York May 4, 1893. He first entered the Military Service as a private in Signal Enlisted Reserve Corps, December 13, 1917, was promoted to second lieutenant in the Aviation Section of the O.R.C. in 1918, and his first commission in the Regular Army was as a second lieutenant in 1920.

Reports that the wrecked plane was one of the obsolete type so vigorously criticized by Col. William Mitchell, U.S.A., were denied by Maj. Gen. Mason M. Patrick, chief of the Army Air Service.

Eyewitnesses Lt. C. G. Nutt, Air Air Service, and Capt. J. C. Platt, Signal Corps, U.S.A., who were in a companion plane, testified at the inquest that Lieutenant Burgess was apparently looking for a landing after his engine went "dead," and that he sent his plane down sharply, the right wing striking a tree, upsetting the plane, which took fire immediately.

Carroll.—Ens. Ralph C. Carroll, U.S.N., attached to the destroyer Whipple, was stabbed to death at Port au Prince, Haiti, October 19, 1925, while on shore leave and wearing civilian clothes. No reason for the assault has as yet been given. He was born in Massachusetts September 1, 1901, and entered the Navy June 11, 1920.

Glascott.—Lt. (j.g.) Turner Ashby Glascott, U.S.N., who died on the U.S.S. S-51, when that vessel was rammed and sunk near Block Island by the steamship City of Rome on September 25, 1925, had seen service in submarines, destroyers, gunboats and cruisers. For five and one-half years he had served as torpedo and watch officer in submarines. He served in the Mexican campaign and in the World War and also in the Mindanao-Sulu campaign, in which the officers and crew of the U.S.S. Sacramento suppressed during January and February, 1924, a Colorum uprising in Suriago and Agusan, P. I. He is survived by his wife, who is now visiting in Washington.

Hulme.—Comdr. Walter O. Hulme, U.S.N., Ret., died at the U. S. Naval Hospital, Washington, D. C., October 18, 1925. Commander Hulme had been performing active duty in the office of the Judge Advocate General of the Navy for some time previous to his death. He was born in New Jersey December 5, 1859, and was graduated from the U.S.N.A. in 1884. He was placed on the retired list June 30, 1906, on his own application after 17 years and 1 month of sea service, and 13 years and 4 months of shore duty. Commander Hulme is survived by his widow and a son, Philip M. Hulme, a student at the Boston School of Technology. Funeral services were conducted at Arlington Cemetery. Rev. E. L. Buckley, of St. Matthews' Church, officiated. Interment was in Arlington with naval honors.

Jeffers.—First Lt. Solomon L. Jeffers, U.S.A., Ret., died at Ft. Sam Houston, Tex., October 13, 1925. He was born in Ozark, Ark., June 13, 1873, and leaves a wife, Mrs. Solomon L. Jeffers, who resides at 233 Bushnell Place, San Antonio, Tex. Lieutenant Jeffers first entered the military service as a captain in the 1st Arkansas Infantry in 1898. He later served as a first lieutenant in the 33d U. S. Volunteer Infantry in Philippine campaigns. Lieutenant Jeffers first entered the Regular Army as a second

lieutenant, 12th Cavalry, in 1901, and was retired on July 28, 1904, for disability in the line of duty. He was awarded the D.S.C. for extraordinary heroism in action against insurgent forces near Licuan, Luzon, P. I., in 1901.

Trumbull.—Capt. Wallace A. Trumbull, U.S.A., died at Nagasaki, Japan, October 16, 1925. He leaves a wife, Mrs. Jeanne Miller Trumbull. Captain Trumbull was born in Cresco, Iowa, August 26, 1878, and first entered the military service in the Officers' Reserve Corps as a major in the Q.M. section. He entered the Regular Army as a captain in the Q.M. Corps July 1, 1920.

Wilson.—John Pegram Wilson, eldest son of Maj. William P. Wilson and Mrs. Marie Platt Wilson, died at Frankford Arsenal, Philadelphia, Pa., October 15, 1925.

Cato.—Lt. Otis Field Cato, Supply Corps, U.S.N., died October 13, 1925 at the Naval Hospital, Norfolk, Va., of heart disease. He was born in Emporia, Va., on September 15, 1875, and first enlisted in the Regular Army, August 2, 1894, being discharged August 1, 1897. He enlisted in the Navy, May 6, 1898. He attained the rank of lieutenant, August 3, 1920. His next of kin is his father, Mr. John H. Cato, who resides at Emporia, Va.

Jackson.—Lt. (j.g.) Frederick H. W. Jackson, U.S.N., died October 8, 1925, at the navy yard, Philadelphia, Pa., as result of accidental drowning. He was born in Jersey City, N. J., September 25, 1897. He entered the U.S.N.A. August 1, 1917, and was commissioned ensign June 3, 1921. He was appointed as student naval aviator (seaplane) and detailed to duty involving actual flying in aircraft, including dirigibles, balloons, and airplanes, September 5, 1924. He was commissioned a regular lieutenant (j.g.) June 3, 1924. His next

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### MARINE CORPS ORDERS

October 15, 1925

Col. F. M. Wise to M.B., Nyd., Philadelphia, Pa.; Maj. W. T. Hoadley to M.B., Nyd., Portsmouth, N. H.

Capt. H. A. Ellsworth to M.B., Nyd., Hingham, Mass.; 2d Lt. J. B. Weaver to 1st Brigade, Haiti.

October 16, 1925

No orders announced.

October 17, 1925

Maj. A. Yong to 1st Brigade, Haiti.

October 19, 1925

No orders announced.

October 20, 1925

1st Lt. J. B. Neill to M.B., Quantico, Va.

October 21, 1925

Col. J. T. Myers to 1st Brigade, Haiti; 1st Lt. C. Lohmiller to Gendarmerie d' Haiti; 2d Lt. H. R. Huff, C. M. Knight, and J. A. Stuart to 1st Brigade, Haiti.

### U.S.M.C. PROMOTION STATUS

October 22, 1925

Commissioned. Will make number in grade indicated on next vacancy.

Col. Wm. G. Harllee Lt. Col. W. M. Small Maj. Harold C. Pierce Capt. Chaplain G. Hicks 1st Lt. John A. Bemis Col. Norman C. Burton Lt. Cl. R. B. Farquharson Maj. John B. Sebee Capt. Albert B. Sage 1st Lt. James M. Smith

ARMY Q.M. CORPS PROCUREMENT ACTIVITIES.—The National Tent & Awning Manufacturers' Association has extended an invitation to the Quartermaster Corps of the Army to present its procurement planning problem before a convention which will be held at Cleveland, Ohio, October 26 to 30, inclusive. Col. J. R. R. Hannay, Q.M.C., commanding the Jeffersonville Q.M. Intermediate Depot, Ind., will address the convention.

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## FORT HUMPHREYS, VA.

**M**RS. HOGGE was hostess for the first meeting of the Tuesday luncheon and bridge club. After luncheon the party motored to Washington for the polo game between the Humphrey's team and the Ft. Myers' team.

Col. and Mrs. Markham were at home recently to the officers and ladies of the post. A delightful selection of music was rendered by the Engineer Band. Tea was poured by Mmes. Weart and Newman.

Mrs. Thompson, mother of Lt. Thompson, has arrived from California to spend the Winter with her son.

Maj. and Mrs. Bragdon were recent hosts to their bridge club.

Maj. and Mrs. Skinner and Capt. and Mrs. Hyde received the guests at the last hop.

Mrs. Snow has as her house guest her sister, Miss Lester Payne, of New York. Mrs. Skinner gave a bridge recently in honor of Miss Payne. Prizes were won by Mrs. Conklin, Maj. Conklin and Capt. Waltz.

Mrs. Melchior, of Brooklyn, N. Y., is the guest of her son and daughter, Capt. and Mrs. Heavey.

## FT. THOMAS, KY.

**M**RS. R. S. Gessford was hostess recently at a tea at her home. Mrs. T. D. Drake, who poured tea, was assisted in serving by Mrs. F. G. Potts, Mrs. T. J. Cassidy and Miss True Merrill.

The officers and ladies of the post were the guests of the Engineer Corps of the Cincinnati District on their boat, the Scioto, to welcome the "Cincinnati" on its return trip from Pittsburgh.

The initial meeting of the afternoon bridge club was held at the home of Mrs. L. D. Gasser. High scores were made by Mrs. R. O. Baldwin and Mrs. J. J. Harvey.

An informal hop was held for the officers and ladies of the post and their friends. After the hop, Col. and Mrs. D. T. Merrill entertained with a hop supper.

Miss Sallie Osborne has returned to the post to take up her duties of hostess. She is the guest of Lt. and Mrs. J. J. Yeats for the present.

Col. and Mrs. D. T. Merrill and Lt. Col. and Mrs. L. D. Gasser have returned from Columbus, Ohio.

Mr. J. J. Outcalt, formerly an officer with the 10th Inf., visited the post en route to Florida, where he will make his home.

## PRESIDIO OF SAN FRANCISCO AND BAY POSTS

**C**APT. AND MRS. DONALD AYRES, recently entertained at dinner at their quarters at Alcatraz for a number of their friends in the bay district.

Col. and Mrs. Walter H. McCaskey, who arrived from the East Coast, are the house guests of Maj. and Mrs. Harry Jordan at the Presidio. The McCaskeys are en route to Salt Lake City, their future station.

Capt. and Mrs. Mark W. Clark celebrated the latter's birthday at a dinner in their quarters at the Presidio recently, honoring a small group of officers from the 30th Inf. Capt. Clark is a recent addition to the 30th and has just recently established residence at the Presidio.

Mrs. Llewellyn P. Williamson, who has been the house guest of Maj. and Mrs. Sam Parker at Ft. Winfield Scott, is sailing with them on the November transport for New York City. Mrs. Williamson is planning to remain indefinitely with relatives in New York, while Maj. and Mrs. Parker are going to Cleveland for station.

Recent arrivals in the Presidio are Maj. and Mrs. Earl J. Atkisson. The Atkissons came to San Francisco from a stay in London, where Maj. Atkisson was assistant military attaché at the American Embassy.

Honoring Mrs. Edward Strickler, wife of Capt. Strickler, Mrs. William Williams, wife of Capt. Williams, recently entertained the ladies of the Medical Garrison at tea and bridge at her home.

A delightful dinner party, arranged as a surprise for Capt. Manley F. Gibson's birthday, was among the outstanding social events in the local service set. The affair was arranged by Mrs. Gibson in compliment to her husband, and for Miss Dorothy Eyer of Vancouver, B. C. Miss Eyer is a house guest of the Gibsons. Thirty-one guests were invited to the dinner party.

## FORT BENJAMIN HARRISON, IND.

**A**MONG the recent social functions held at Ft. Harrison was the farewell dancing party given to compliment Miss Anita Aultman, daughter of the Commanding General and Mrs. Dwight E. Aultman, who is now a freshman at Wellesley College. The affair was given by the officers of the post just before Miss Aultman's departure for school.

Mrs. Aultman has organized the post bridge club and the Current Events Club for the season. The latter organization expects to have several open meetings at which speakers of prominence will be present.

Col. and Mrs. George D. Freeman, Jr., received the officers and their families of the 11th Inf. recently. Assisting in receiving were Mmes. E. M. Johnson, J. M. McMahan, Ridgely Gaither, Jr., E. H. Burger, E. A. Green, P. O. Franson and J. J. Baker. Mrs. Dwight E. Aultman and Mrs. A. E. Brown presided at the serving table.

Representatives of the various women's organizations of Indianapolis will be guests at Ft. Harrison October 29, when the 11th Inf. will parade for them, after which ceremony

## POSTS AND STATIONS

there will be tea at the Officers' Club. The women to receive with Mrs. Dwight E. Aultman, wife of the commanding general will be Mrs. George D. Freeman, Jr., Mrs. Morris E. Locke, Mrs. J. D. Heysinger, Mrs. Ed Jackson, wife of the Governor of Indiana; Mrs. Samuel Lew Shank, wife of the Mayor of Indianapolis, and the heads of the organizations entertained. Mrs. Aultman has appointed Mrs. Mark A. Dawson as the chairman of the floor committee, with Mrs. Earl Robbins as the vice chairman. Mrs. P. O. Franson will have charge of the arrangements for tea, and Mrs. Thornton Chase will be vice chairman.

## FT. CLARK, TEXAS

**C**APT. AND MRS. PARKER recently entertained with a dinner and bridge, the guests being Gen. Winans, Col. and Mrs. Scales, Maj. and Mrs. Edmunds, Capt. and Mrs. W. O. Johnson, and Capt. Creed.

Mrs. Fleming entertained with bridge and mah jongg for Mrs. Hassett and Miss Foley, of Ft. Leavenworth.

Maj. and Mrs. Crowley recently entertained for their guest, Miss Foley, of Ft. Leavenworth, with bridge and mah jongg.

Capt. and Mrs. Scales entertained with a dinner, before the recent hop, for Gen. Winans.

Lt. and Mrs. Parmelee and son have arrived at the post. Lt. Parmelee is aide-de-camp to Gen. Winans.

Miss Margaret Cramer recently entertained 14 of her little friends at a lovely birthday party.

Lt. and Mrs. John Green have returned after visiting Mrs. Green's mother and father in Corpus Christi.

Lt. and Mrs. Rawlins have returned to the post after an extended tour through Mexico City.

## SCHOFIELD BARRACKS, HAWAII

**M**AJ. AND MRS. ARTHUR D. JACKSON were bridge hosts, honoring Capt. and Mrs. Thomas R. McCarley, who have been ordered to Kiluea Military Camp for duty.

Mrs. Charles S. Lawrence and her mother, Mrs. George W. Macfarland, were bridge and mah jongg hostesses, inviting Mmes. H. L. Laubach, J. B. Pate, H. H. Priest, T. M. Shepherd, H. Matchett, G. W. Pendersgraft, C. O. Ashton, C. H. Perkins, A. Duvall, B. L. Crowe, E. Gilmet, W. B. Scanlon, M. G. Grenata, and H. G. Caterer, of Honolulu.

Mrs. H. Cranton Jones entertained with a bridge luncheon for Mmes. T. H. Slavens, A. G. Lott, W. C. Short, J. P. Barney, H. E. Miner, W. J. White, D. A. Conner, U. Nible and Mrs. Mudge.

Mrs. Thomas R. McCarley was the inspiration for Mrs. Alexander P. Kelly's recent bridge. Other guests included Mmes. A. Freer, H. C. Mallory, A. D. Jackson, G. M. Krough, A. E. Anthony, C. F. Davis, S. A. McConnell, B. T. Sharpton, J. E. Behney, C. B. Spruit, and C. W. Moffett.

## FT. D. A. RUSSELL, WYO.

**C**OL. HOLBROOK was on the post recently on an inspection trip, and many affairs were given in his honor.

Col. and Mrs. O. Latrobe entertained Gen. and Mrs. Jenkins, Gen. Holbrook and Mrs. Jenkins, Jr., at a dinner recently.

Mrs. Burkett, wife of Capt. C. W. Burkett, was hostess at a bridge and mah jongg party in honor of Mrs. H. I. Hodges.

The ladies of the 4th Cavalry met at their monthly bridge and mah jongg club. Mrs. Hodges was hostess.

The 13th Cavalry gave a farewell party for Capt. and Mrs. Schaffer, who are leaving the regiment for the Philippines.

Mrs. S. O. Wright, wife of Chaplain Wright, gave a tea in honor of Mrs. Hodges, the bride of Lt. Hodges. Mrs. O. Latrobe, Mrs. W. K. Moore, and Mrs. Pritchard presided over the tea table. Mrs. Wright was assisted in serving by Mrs. Blakene and Miss M. S. Latrobe.

Capt. and Mrs. R. Thomas, of the 4th Cavalry, have returned from a trip to the east coast.

The 76th Field Artillery gave a reception and dance in honor of the new members of the regiment, who are Col. and Mrs. Moore, Lt. and Mrs. Harper, Lts. R. Cannon, A. Freund, N. Eckert, and F. Hierholzer. There were many guests outside of the regiment, including Gen. and Mrs. J. Jenkins, Cols. and Mmes. Latrobe and Richmond, Lts. and Mmes. Hoge and Merrick, Misses P. Richmond, M. S. Latrobe, Capt. H. Minuth, T. A. Dobyns, and Lt. P. Fieberg.

## CANAL ZONE

**G**EN. LASSITER gave a dinner at Quarry Heights complimenting Adm. Magruder. Adm. Magruder entertained at luncheon on board the Richmond for Acting Governor and Mrs. Burgess, the British Minister and Mrs. Braithwaite-Wallis, Gen. Lassiter, Adm. Day, Capt. Cotten, U.S.N., Comdr. and Capt. H. Minuth, T. A. Dobyns, and Lt. P. Fieberg.

Lts. U.S.N. Braine and Brown were hosts at a farewell party at the Union Club, having as their guests Acting Governor and Mrs. Burgess, Capt. U.S.N. and Mmes. Tomb, Schlachb, Comdr. Tod, and all the officers and ladies of the 15th Naval District.

Maj. J. M. Eager was a recent dinner host in honor of Mrs. Berrien.

Lt. O. K. Robins was given a farewell dinner by Lee Kelso and T. M. Jordan.

Col. and Mrs. Menges, of Quarry Heights, complimented Mr. and Mrs. Givens with a bridge party.

Mrs. J. R. Bibighaus and her daughter, Miss Mary Bibighaus, entertained with the bridge tea in honor of Mrs. A. R. White.

A number of the officers at Ft. Randolph gave a farewell dinner at the Hotel Washington for Col. and Mrs. A. R. White.

Capt. and Mrs. Fischer, Ft. Davis, gave a before-the-hop supper in honor of Miss Cazebo Miller, the guest of Capt. and Mrs. Austin, Jr.

Mrs. Minter, of France Field, was hostess at a farewell dinner at the Hotel Washington for Capt. and Mrs. A. W. Smith.

Lt. and Mrs. W. B. Hollingsworth, Coco Solo, gave a before-the-hop supper to introduce Lt. and Mrs. H. M. Jones to the officers and ladies of the Naval Air Station.

Maj. Murphy, Ancon, complimented Comdr. and Mrs. Gulbranson with a dinner recently.

Capt. George H. Knowles, commanding the British cruiser Capetown, entertained at dinner on board the ship for the British Minister and Mrs. Braithwaite-Wallis, Acting Governor and Mrs. Burgess, Dr. and Mrs. Horatio Alfaro, and Adm. Day.

Capt. Payne complimented Lts. Tinley, Cowan, and Pares, of the Capetown, with dinner at the Union Club.

Adm. Day, commandant of the 15th Naval District, entertained at luncheon in honor of Capt. Knowles.

Acting Governor and Mrs. Burgess were dinner hosts in honor of Capt. Knowles and two officers of his ship.

Col. and Mrs. Morris, of Quarry Heights, gave a farewell dinner for Mr. and Mrs. Givens.

Mrs. C. S. Anderson gave a bridge luncheon as a farewell to Mrs. A. W. Smith, of France Field.

Mrs. K. P. Flagg, Ft. Randolph, was hostess at a bridge tea in honor of Mrs. A. R. White.

## NAVAL ACADEMY, MD.

**L**T. AND MRS. J. J. PATTERSON entertained at a buffet supper at their home in honor of their house guests, Lt. J. Ross Allen, U.S.N., and Mrs. Allen, of Philadelphia, and Mrs. Patterson's mother, Mrs. James T. Alter, of New Bloomfield, Pa. There were 35 guests.

Lt. and Mrs. Richard Cruzen are recent arrivals in Annapolis and have taken the house formerly occupied by Capt. and Mrs. John Halligan.

Commodore and Mrs. T. D. Griffin will leave Annapolis about the 27th of this month for California, where they plan to spend the Winter season.

Rear Adm. Louis M. Nulton, superintendent of the Naval Academy, entertained more than 150 distinguished visitors at the Stadium at luncheon.

A special regimental hop was given at the Naval Academy and scores of out-of-town girls came to Annapolis for this dance. Mrs. Gannon, wife of Capt. Sinclair Gannon, and Cadet Comdr. James a Greenwald received the guests at the hop, which was held in Dahlgren Hall.

Mrs. Gannon was at home October 21, from 4 to 6 o'clock. This was Mrs. Gannon's first official reception since her occupancy of the commandant's quarters. She was assisted by her daughter, Miss Nancy Gannon, and a group of girls of the younger set.

Lt. and Mrs. C. R. Crutcher entertained at an informal dinner and bridge party for Mrs. Crutcher's sister, Mrs. George K. Weber, who is soon to leave for the West Coast, where she will join her husband, Lt. Weber, U.S.N.

Mrs. Baldridge, wife of Capt. Harry A. Baldridge, entertained at a bridge tea in honor of Mrs. Johnson Hagood, who is visiting her daughter, Mrs. Holloway, wife of Lt. James L. Holloway, Jr., U.S.N.

Mrs. Powers, wife of Lt. Melville W. Powers, was hostess at a bridge party for Mrs. Schumacher, wife of Lt. T. L. Schumacher, U.S.N.

Mrs. Schumacher, who has been spending the summer with her parents, Mr. and Mrs. William H. Thomas, of Conduit Street, will leave Annapolis October 30 for Boston, Mass., where she will join her husband.

Lt. Donald Giles, U.S.N., has left for the submarine base in Panama after spending a few weeks here.

## NORFOLK NAVY YARD, VA.

THE Navy Yard will not put on an industrial parade on Navy Day, as was the order of last year, but will keep "open house" all day and welcome any and all visitors anxious to look over the workings of the various departments. The committee appointed by Capt. W. T. Tarrant, acting commander of the yard, to make arrangements includes Comdr. B. B. Ware, Lt. Comdr. C. R. O'Leary and H. E. Rountree, Lts. W. C. Dowd, A. Martin, and C. C. Holland, and Capt. L. C. Sheper, Jr., U.S.M.C.

The Officers' Club, navy yard, will give a Hallowe'en party for its members on October 30.

Adms. W. C. Cole and Koontz, who have been assigned to command of this yard and the Naval Base, respectively, will arrive about November 1st.

Lt. Comdr. and Mrs. W. C. Espach entertained at dinner at the Naval Base in honor of Comdr. and Mrs. Carl Broadus, who have recently arrived from Australia. Covers were laid for ten.

Mrs. H. Tennant and her daughter, Miss Beverly Tennant, have left to spend some time in Washington. Lt. and Mrs. Geo. Fairlamb have arrived from the Canal Zone. Comdr. and Mrs. Walter Sharp and little son, accompanied by Mrs. Sharp's parents, Judge and Mrs. L. H. Campbell, have returned to the navy yard, where Judge and Mrs. Campbell will be guests until returning to Orange, N. J.

## FORT DOUGLAS, UTAH

THE newly decorated hop room was given its house warming when the officers and ladies of the post gave a subscription hop. The affair was managed by Mrs. F. L. Knudsen, Mr. A. Orrill and Mrs. R. L. Schuyler. Prizes for the best impersonations were awarded to Capt. Orrill, as Chinese mandarin, and Mrs. R. R. Newman, as the queen of clubs.

Lt. and Mrs. T. J. McDonald entertained at dinner recently, the evening being spent at bridge. The guests were Maja, and Mmes. T. H. Beery, O. S. McCleary, F. A. Prince, Geo. S. Gay, Comdr. and Mrs. J. E. Alexander, Capt. and Mrs. W. Griffin and Capt. Adamson.

Mrs. A. R. Nichols and Mrs. E. L. Field entertained at an elaborate luncheon at the Elks Club, the affair being for all the service women in town and at the post.

In compliment to her sister, Miss Helen Sperry, who is a visitor, Mrs. J. F. Monhollow entertained at a bridge-tea.

Mrs. R. L. Schuyler was the assisting hostess at a tea given at the home of her mother, Mrs. W. C. McDonald, for another daughter, Mrs. Robert Mallory Lawson, of Los Angeles, who is visiting in the city.

Mrs. F. L. Knudsen was one of the assisting matrons at a large bridge-tea given by the local Service Star Legion as a benefit for the D. V. A. at Hotel Utah.

Capt. and Mrs. C. J. Allen have returned from their wedding trip to the coast and will shortly be at home at the post.

The local Marine Corps Detachment, known as the Joseph Simmons Wilkes Chapter, under Capt. P. D. Cornell, has established newly decorated quarters in the Tribune building and is planning to hold an "open house."

The Officers' Club members have issued invitations for a "Tacky Party" as a Hallowe'en celebration for Oct. 31.

## WEST POINT, N. Y.

THE Women's Reading Club met at the quarters of Mrs. Maher who is the president of the organization. Mrs. Maher read a very interesting paper, her subject being "Modern Poetry."

A large benefit afternoon bridge and mah jongg party took place at Cullum Hall. The affair, which was given to raise funds for the post school, was sponsored by Mrs. Sladen.

Capt. and Mrs. L. R. Moore have recently arrived from the Presidio of Monterey and are occupying the quarters vacated by Capt. and Mrs. J. R. Hudnall who have been ordered to the Canal Zone.

Lt. and Mrs. Knight were recent hosts at bridge, entertaining the Friday Night Bridge Club which meets on alternate Fridays.

Mrs. H. McD. Monroe entertained at bridge in her home in Cornwall-on-the-Hudson. Those invited were Mmes. McReynolds, Morrison, Ericson, Dolph, Keyser, Kendall and Hubbell.

Mrs. T. H. Young and small child have recently joined Lt. Young at Highland Falls, after having spent some time in France with her parents.

Mrs. Stewart recently entertained at a tea given in honor of her sister, Mrs. F. H. Sargent, of St. Augustine, Fla.

## FORT LEAVENWORTH, KANS.

TWO excellent one-act plays were given recently by the Dramatic Club. "Indian Summer," directed by Mrs. Gilbert Allen, and "The Crimson Coconuts," directed by Mrs. Basil Duke Edwards, were keenly enjoyed by all who saw them.

Maj. and Mrs. Simon B. Buckner honored Brig. Gen. and Mrs. Edward King with a dinner before the hop.

Miss Cornelia Cress entertained at a supper before the hop, in honor of her house guests, Dr. and Mrs. M. H. Clark.

Members of the class of 1912 and their wives and guests had a progressive dinner-dance at the Officers' Club recently.

Among the delightful visitors now on the post are Mrs. V. I. Smalley, mother of Maj. Howard Smalley, and Mrs. H. H. Norrington, Mrs. Smalley's mother.

Capt. and Mrs. Hugh John Casey and their small daughter were the guests of Col. and Mrs. R. B. Miller over the week-end of Oct. 18.

Mrs. Howard Wellington Jones entertained with a large and charming tea at her home at Merritt Place, in honor of Mrs. Walton H. Walker. Mrs. King and Mrs. Kieffer poured.

The Woman's Club had a delightful speaker at the first meeting of the season held in the Officers' Club. Mrs. Norma Knight Jones, well-known writer and member of the Quill and Pen Club of Kansas City, discussed the Current Novel, with special reference to Willa Cather's, "The Professor's House." Gen. King also addressed the club.

Miss Emma Jackson is the house guest of her nieces, Mrs. Maxwell Murray, and Maj. Murray.

Capt. and Mrs. T. McFarland Cockrell were recent hosts at a duck supper for 12 friends.

Miss Fanny Pitcher was the honor guest at a bridge-party given recently by Maj. and Mrs. Lucian Berry.

Maj. and Mrs. Eugene Santachi entertained with a delightful dinner in the Submarine Room of the Chocolate Shop before the recent dance.

Col. and Mrs. Henry T. Bull recently entertained at a big Cavalry tea. Assisting were Mrs. Fisher, Mrs. Lininger, Mrs. Burr, Mrs. Millikin, Mrs. Richart and the Misses Herr.

A Field-Artillery tea was given at the Officers' Club for the newly arrived members of that branch by the Artillery instructors of the garrison and their wives.

(Further Post News on page 191)

## GOVERNMENT BY PUBLIC OPINION

By Colonel Robert M. Thompson

Honorary President, Navy League of the United States

THE Navy's hundred and fiftieth anniversary occurs this year. The event will be observed nationally on Tuesday, Oct. 27, Navy Day. The Navy deserves well of the American people because it has never failed us. It has never caused a war, but has played an important and sometimes a decisive role in terminating our wars successfully. It is most fitting, therefore, that the American people should on this day show their respect, esteem and affection for their sea forces.

The Navy is an old love of mine. Perhaps it is because I have lived so much of my life first in the Navy and later always in close touch with it, and have so many friends who are in the Service, or have been in it, that John Callan O'Laughlin has given me this opportunity to greet the gentlemen of the Service through the ARMY AND NAVY JOURNAL, on the occasion of the Navy's hundred and fiftieth birthday.

I have given a great deal of thought to what the Navy should be to best serve the interests of our country. That is why, back in 1901, under the leadership of President Roosevelt, a number of patriotic citizens joined hands to place before the country a realization that an efficient Navy is the greatest guarantee of lasting peace. Out of this the Navy League was formed.

## AN IMPORTANT EVENT IN AMERICAN HISTORY

That was nearly a quarter of a century ago, a short time in the life of a nation, if measured by years; but measured by events, it was as important as the one hundred and twenty-five years preceding it, and I believe that the service of the Navy League to the country has been of great value.

If the League had done nothing else than to make current the thought that "Our Navy is our First Line of Defense" and an "Insurer of Peace," it would have more than justified itself.

One of the things that has impressed me most is the fact that nearly all officers in the Navy and Army prefer to stick to sailing and to soldiering and to leave writing and speechmaking to others. They have great pride in performing their duties well, but little desire to explain why their way is the best way. This is understandable and not to be criticized.

The thought I would like to place before you is that there are many matters in the realm of policy as well as in the technical fields so obvious to you that they are taken for granted, but which are utterly unknown to the public at large. The Navy belongs to the people. They should be interested in it. They can be interested in it. But the older I grow the more I realize that nothing happens of itself and everything must be brought about.

## OFFICERS IN POSITION TO ADVISE PUBLIC

No one is in a better position to tell the public about the Navy than experienced Naval officers and no one better fitted to tell about the Army than experienced Army officers. They know the facts. They know the capabilities and the limitations of the men and of the material with which they work.

They quite realize that they are the servants of the public. They have no desire to set up military dictatorship, and this would be impossible even if they did desire it. If the country desires a small Navy or no Navy, or a small Army or no Army, it is not for the officer to oppose, however much he may realize the poor judgment of it.

I am convinced, too, of another thing. The American people are proud of their Navy and Army and want them efficient. They want them to be effective means of defense.

## PROPER COORDINATION BETWEEN CIVILIAN AND MILITARY

What is necessary to constitute efficient defense is best told by the men who devote their lives to a study of this question. The machinery of our Government provides a proper civilian control, so that defense may be coordinated with the Treasury, diplomacy, and the other branches of State.

There is still a third fact which is undeniable. In ordinary times the individual is so occupied with the details of personal, family and community life that little thought is given to broad questions such as defense, unless these matters are brought to his attention from time to time. There is the matter of making a living, Summer vacation, school for the children, the radio, the movie, the automobile, whatnot.

The situation then is that the country needs an adequate Navy and an adequate Army, but in peace times is apt to fall short of a full realization of the fact in the press of other questions which clamor for solution; that the country must be reminded from time to time of the importance of its Navy and Army; that the patriotic organizations performing this function are rendering a great service; and in the last analysis they must lean heavily upon the cordial help of the officers and men in the Navy and Army.

However reluctant officers may be to turn speechmakers or authors, it is well to realize that they are in possession of the facts, that the country is entitled to know the facts, and in nearly every instance receives them gladly. This is not to say that officers should turn propagandists and neglect their primary work, but I believe that, whenever occasion warrants, they can render no better service than the educational work of telling the people of the Navy and the Army and what these services are doing for the country.

**QUARTERS IN CANAL ZONE FOR NAVY PERSONNEL HARD TO FIND.**—A warning has been sounded by the Navy Department to the personnel of the fleet advising them that in the event their families and relatives are contemplating a visit in the Zone, that they make definite arrangements for quarters.

The commandant of the 15th Naval District considers it advisable that the personnel of vessels visiting the Canal Zone be informed regarding housing facilities in the Zone during the coming visit of the fleet. During the visit of the fleet in 1923, there were available a considerable number of houses or apartments belonging to the canal. At present there are no houses nor apartments to be had and this condition will undoubtedly continue for an indefinite period. Furthermore, it is practically impossible to find any suitable places in the cities adjacent to the Zone, and the hotels will be crowded as the fleet's visit occurs during the tourist season.

The commandant considers it very inadvisable for families and relatives to come to the Canal Zone this spring, unless definite arrangements for quarters

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Col. R. M. Thompson

have been made in advance, and requests that personnel concerned be advised to this effect.

## U. S. MARINE CORPS

**THE MISSION OF MARINE CORPS AVIATION.**—Unquestionably, the development of air service both from a commercial and service viewpoint is a topic of the moment the world around, and since it is the wish of the Marine Corps aviation to keep abreast of the times, it is likewise the duty of all officers and certain enlisted men who are eligible to take an active interest in this phase of the duty of the Corps. Thus says Major J. C. Fegan, U.S.M.C., in concluding an article on "The Mission of Marine Corps Aviation," in the current issue of the Marine Corps Gazette.

"It is not only the public duty of the Marine Corps to train young Americans to be fighting men and to educate them in the more basic walks of life," goes on to say the Major, "but it is also our duty to make every Marine a useful citizen in case of national conflict. The Corps is on record as pledging itself to do these things, and we must not serve our country short in this respect."

"Finally, it is certain that the mission of the Marine Corps aviation is to provide an adequate supply of trained aviators for use in time of peace for the various Marine Corps operations, for use in time of war when operating with the Navy, for service with the Army in the field, and lastly to fit them for commercial aviation pursuits."

## NAVAL MILITIA

**SECOND BATTALION, N. Y. NAVAL MILITIA, REVIEWED.**—Rear Adm. Louis M. Josephthal, commanding the New York Naval Militia, reviewed the 2d Naval Battalion, Capt. Edward T. Fitzgerald, in its armory in South Brooklyn, October 19. In addition to the review there were a number of interesting exhibitions which were highly enjoyed by the large audience. Admiral Josephthal commanded the battalion for its showing.

**AERIAL NAVIGATION IN 1785.**—In the letters written in 1785 by Thomas Jefferson, then Minister Plenipotentiary to France, there is a very interesting description of a French balloon accident, rather strikingly similar, in a small way, to the Shenandoah disaster. Jefferson had earlier evinced his interest in aerial experiments. While preparing for his passage to France, in 1784, he wrote to James Monroe from Philadelphia: "I have had the pleasure of seeing three balloons here. The largest was of 8 feet diameter and ascended 300 feet." A year later, June 19, 1785, he writes to Joseph Jones from Paris: "An accident has happened here which will probably damp the ardor with which aerial navigation has been pursued. Monsieur Pilatre de Roziere had been attending many months at Boulogne a fair wind to cross the channel in a balloon which was compounded of one of inflammable air, and another, called a Montgolfier, with rarefied air only. He at length thought the wind fair, and, with a companion ascended.

"After proceeding a proper direction about two leagues, the wind changed and brought them again over the French coast. Being at the height of about 6,000 feet, some accident, unknown, burst the balloon of inflammable air, and the Montgolfier being unequal alone to sustain their weight, they precipitated from that height to the earth, and were crushed to atoms. Though navigation by water is attended with frequent accidents, and in its infancy must have been attended with more, yet these are now so familiar that we think little of them, while that which has signalized the two first martyrs to the aeronautical art will probably deter very many from the experiments they would have been disposed to make." Very excellent philosophy, indeed, but often lost sight of.

The subject was of much interest to Jefferson, for it is mentioned in two other letters which furnish some rather pertinent additional details. Two days before, to Colonel Monroe he wrote: "It is suspected the heat of the Montgolfier rarefied too much the inflammable air of the other, and occasioned it to burst. The Montgolfier came down in good order." And two days after, to Charles Thompson, he made certain corrections to his first report and added other hitherto unmentioned details: "They fell to the earth from a height which the first reports made 6,000 feet, but later ones have reduced to 1,600. Pilatre de Roziere was dead when a peasant, distant 100 yards only, ran to him; but Romain, his companion, lived about 10 minutes, though speechless and without his senses."

**COLONEL MITCHELL AWARDED A PRIZE FOR BRAVERY.**—"Liberty," the successful magazine published under the auspices of the Chicago Tribune, announced last week that Col. William Mitchell, U.S.A., had been given a "thousand dollar reward for bravery," which he had immediately turned over to the dependents of the enlisted men who died in the Shenandoah disaster. "Liberty" in announcing the award of the money and a gold medal, stated that it was "for distinguished moral courage, which is as high, and often may be a higher type of daring than physical bravery." It was further explained that the award was given because "it took courage of sounder fiber than any born of impulse to speak his mind as he has done concerning the Air Service and its needs."

## AIRCRAFT TESTIMONY IN BOOK FORM

In view of the tremendous demand for copies of the ARMY AND NAVY JOURNAL containing as supplements the text of the testimony before the Morrow Aircraft Commission, the JOURNAL has arranged to publish the proceedings in book form. This book will be issued shortly and will sell for \$2.00. It will be given free with a new subscription to the ARMY AND NAVY JOURNAL, or for one-year renewal effective the date of expiration of a present subscription. Those desiring the book should advise us at once.

The great value of the ARMY AND NAVY JOURNAL's verbatim reports of the testimony taken by the Commission has been repeatedly demonstrated during the past week. Brig. Gen. Alfred W. Bjornstad, U.S.A., radioed to the War Department asking that it obtain copies for him. The War Department has applied for numerous copies. The Navy Department has called on the ARMY AND NAVY JOURNAL for a number of copies each week. The military attaché of the British Embassy purchased copies for his government. Various civilian bodies likewise have obtained copies.

This recognition of the enterprise of the ARMY AND NAVY JOURNAL is naturally gratifying to its management.

# CORPS AREA AND DEPARTMENT ORDERS

## 2D CORPS AREA

Headquarters, Governors Island, N. Y.  
MAJ. GEN. C. P. SUMMERALL, COMDR.  
Col. Berkeley Enoch, Chief of Staff.

Sgt. S. T. Curtiss, D.E.M.L., Buffalo, N. Y., to treatment station hospital, Ft. Totten, N. Y. Leaves.—Two months and ten days, on arrival at San Francisco, to 2d Lt. W. W. DeWitt, Inf.

G.O. 25, Sept. 26, 1925, 3d Corps Area

This order relates to the training of troops in the 3d Corps Area for the training year beginning year Nov. 1, 1925, to Oct. 31, 1926.

## 3D CORPS AREA

Headquarters, Baltimore, Md.  
MAJ. GEN. DOUGLAS MacARTHUR, COMDR.  
Col. G. McWeeks, Acting Chief of Staff.

Second Lt. W. D. Gillespie, Inf. (Tanks), Camp Meade, Md., to treatment Walter Reed Hospital.

Staff Sgt. R. A. Potter, D.E.M.L., to Richmond, Va., for duty.

Staff Sgt. J. A. Gilliam, D.E.M.L., to Lynchburg, Va., for duty.

Leaves.—Two months to Lt. Col. F. L. Case, Cav., Nov. 5. One month and 15 days to Capt. M. Goodman, C.A.C., Nov. 20.

## 4TH CORPS AREA

Headquarters, Atlanta, Ga.

MAJ. GEN. JOHNSON HAGOOD, COMDR.  
Col. T. W. Darrah, Chief of Staff.

Brig. Gen. A. J. Bowley, U.S.A., assumed command of the 4th Corps Area, Oct. 13, during the temporary absence of its permanent commander, Maj. Gen. Johnson Hagood, U.S.A.

## 5TH CORPS AREA

Headquarters, Chicago, Ill.

MAJ. GEN. WM. S. GRAVES, COMDR.  
Col. R. E. Wyllie, Chief of Staff.

Leaves.—Three months, Dec. 10, with permission to leave U. S. to Col. G. E. Ball, Q.M.C., Chicago, Ill. Two months, Nov. 16, with permission to leave U. S. to Maj. W. Roberts, U.S.A., Ret., Milwaukee, Wis. Two months, Dec. 2, to Capt. R. A. Laird, C.E., (D.O.L.), Chicago, Ill.

## 6TH CORPS AREA

Headquarters, Ft. Sam Houston, San Antonio, Tex.

MAJ. GEN. ERNEST HINDS, COMDR.  
Col. J. F. Preston, Chief of Staff.

Capt. R. M. Hostetler, Inf., (D.O.L.), instr. Texan N. G., to take station at Houston, Tex. Dec. 1.

Leaves.—Two months and three days, Nov. 17, to Col. H. B. Farrar, F.A. (D.O.L.), Non-Divisional Group, San Antonio, Tex. Leave to 1st Lt. R. Robinson, S.C., Ft. Bliss, Tex., now at Walter Reed Hospital, Washington, D. C., is extended three months. One month and ten days, Nov. 23, to 2d Lt. D. F. Healy, 15th F.A., Ft. Sam Houston, Tex.

## 9TH CORPS AREA

Headquarters, Presidio of San Francisco, Calif.

MAJ. GEN. C. T. MENOHER, COMDR.  
Col. A. V. P. Anderson, Chief of Staff.

Second Lt. H. I. Hodes, 4th Cav., Ft. D. A. Russell, Wyo., to treatment Fitzsimons Hospital, Denver, Colo.

Maj. H. A. Finch, C.E., in addition to other duties, appointed executive officer for 386th Engr. Gen. Serv. Regt., C. Z., and the 435th Engr. Auxiliary Battalion, IX Corps.

Leaves.—One month and five days, Dec. 1, to Capt. C. W. Burkett, 4th Cav., Ft. D. A. Russell, Wyo.

## HAWAIIAN DEPARTMENT

Headquarters, Honolulu, H. T.

MAJ. GEN. E. M. LEWIS, COMDR.  
Col. A. G. Lott, Chief of Staff.

Maj. H. Parkhurst, 13th F.A., from Honolulu, Jan. 9, 1926, to San Francisco, thence to Ft. Sill, Okla., for duty.

## PANAMA CANAL DEPARTMENT

Headquarters, Quarry Heights, Balboa Heights, Canal Zone.

MAJ. GEN. W. D. LASSITER, COMDR.  
Col. James A. Woodruff, Chief of Staff.

Lt. Col. C. G. Mortimer, Q.M.C., Panama Q.M. Depot, Corozal, C. Z., in addition to other duties, is announced as Department Q.M.

Leaves.—Three months and ten days with permission to visit the U. S. to Capt. F. W. Shinn, Vet. Corps, Nov. 4. One month, Nov. 1, to 1st Lt. F. T. Curry, A.S. One month with permission to visit U. S. to 1st Lt. L. G. Degnan, 14th Inf., Nov. 14. One month with permission to visit U. S. to Wrnt. Officer L. Kopf, Hdqrs. Panama Canal Div., Nov. 14.

## PHILIPPINE DEPARTMENT

Headquarters, Manila, P. I.

MAJ. GEN. J. H. McRAE, COMDR.  
Col. Guy V. Henry, Chief of Staff.

No orders received.

## ORDERS TO RESERVES

The following are orders issued from the various Corps Areas and Departments, relating to Reserve officers:

### 1st Corps Area

Maj. C. W. Muldoon, Q.M., assigned to 94th Div. Train, 94th Div., as C.O.

Maj. J. B. Ferguson, Med., assigned to 6th Evacuation Hospital, 2d Army, Providence, R. I., as assistant to chief of surgical service.

Capt. T. W. Leahy, Q.M., assigned to Boston Mobilization Area, Zone of the Interior, Boston, Mass.

Capt. J. V. Schenk, Q.M., assigned to 405th Motor Transport Command, I Corps Trains, Hartford, Conn.

First Lt. E. H. Windsberg, Med., assigned to 341st Med. Regiment, XO Corps, Fall River, Mass.

Second Lt. H. E. Smith, Ord., assigned to 801st Ord. Co. (Depot), 4th Army, New Haven, Conn.

Second Lt. J. W. Lang, Jr., Ord., assigned to 430th Ord. Co. (Maint.), (601st C.A.), 1st C.A. Dist., Quincy, Mass.

Second Lt. E. E. Richardson, Ord., assigned to 635th Ord. Co. (Amm.), 1st Army, Lowell, Mass.

### 2d Corps Area

The following officers are detached for training to Headquarters IV Army Train: Maj. T. Belcher, Maj. F. E. Watling.

Capt. H. V. Cory, Q.M., assigned to Co. A, 335th Motor Repair Battalion, GHQ, Special Troops.

Capt. G. B. Hirsch, Q.M., assigned to Motor Transport Command No. 307, XII Army Corps Train.

Second Lt. B. F. F. Needham, F.A., assigned to 78th Div.

Second Lt. J. B. Cornwell, Inf., attached for training to 78th Div.

Second Lt. T. E. Keeton, Sig., attached for training to 302d Sig. Battalion.

### 3d Corps Area

First Lt. D. C. Rowe, Cav., attached to 62d Cav. Div. for training.

The following Reserve officers are assigned to 34th Inf.: 1st Lt. A. B. Land, Inf., 1st Lt. L. D. Wagner, Inf.

Second Lt. H. V. Rohrer, Inf., assigned to 12th Inf., Ft. Howard, Md.

Second Lt. W. A. Pierce, Cav., attached to 62d Cav. Div. for training.

Capt. F. W. Godwin, Inf., assigned to 318th Inf.

First Lt. R. E. Marior, Engr., assigned to 305th Engrs.

### 6th Corps Area

Lt. Col. F. E. Redman, Med., assigned to Interior Installations, Ft. Sheridan, Ill.

Maj. G. H. Ramsey, Med., Mich. Dept. of Health, Lansing, Mich., assigned to Interior Installations, Selfridge Field, Mich.

Capt. Van B. Mauricau, Med., assigned to Hdqrs. Co., Reception Center No. 1, Evanston, Ill., as tuberculosis examiner.

The following Q.M. Reserve officers are assigned to 309th Motor Repair Battalion, 5th Army Q.M. Train:

Capt. E. Chayes, W. D. Curtis, S. W. Hughes, H. G. Shockley.

First Lt. F. E. Looney, A. A. Plotke.

Second Lts. G. E. Bodimer, I. P. Rieger, W. M. Simison, J. G. Wallace, J. P. Ward, Jr., B. T. White, G. W. Wood.

The following Q.M. Reserve officers are assigned to 318th Motor Repair Battalion: 2d Lts. K. S. Buck, S. E. Elliott, E. A. Gustafson.

### 8th Corps Area

Maj. T. E. Crump, Med., assigned to Hospital Train "R", Ft. Worth, Tex., as C.O.

### 9th Corps Area

The following Engr. Reserve officers are assigned as indicated: Maj. H. D. Trounce, to command 435th Engineer Auxiliary Battalion, IX Corps; Capt. C. J. Derrick, as adjutant, 465th Engineer Auxiliary Battalion, 6th Army; 1st Lt. E. W. Madlung, to Hdqrs. and Service Co., 386th Engr. G.S. Regt., C. Z.; 1st Lt. J. R. Ruby, to D. Co., 386th Engr. G.S. Regt., C. Z.; 1st Lt. W. B. Slaughter, to E. Co., 386th Engr. G.S. Regt., C. Z.; 1st Lt. O. De La V. Keese, to F. Co., 386th Engr. G.S. Regt., C. Z.

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Maj. T.

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**RADIOGRAM**

FROM THE COMMANDER IN CHIEF OF THE FLEET  
TO THE ARMY AND NAVY JOURNAL

WISH ARMY AND NAVY JOURNAL SUCCESS NOT ONLY WITH NAVY NUMBER BUT ALL UNDERTAKINGS IN INTEREST OF SERVICES.

KNOW THAT ACCURATE DISSEMINATION OF INFORMATION BETWEEN ALL BRANCHES OF MILITARY SERVICES ALL MAKE FOR MUTUAL UNDERSTANDING.

TRUST ALL CONCLUSIONS REACHED BY JOURNAL ON NAVAL AND MILITARY AFFAIRS WILL BE BASED ON SOLID AND SUFFICIENT PREMISES.

UNITED STATES FLEET WILL DURING COMING YEAR CARRY ON USUAL MULTIPLE ACTIVITIES TO CONSERVE MATERIAL, INCREASE SKILL OF PERSONNEL AND BE READY FOR PEACE OR WAR EMERGENCIES.

SIGNED—ROBISON, 1925.

**E XAMINATIONS FOR MASTER SERGEANT MOTORS, STAFF SERGEANT, ETC., Q.M. CORPS, U.S.A.**—The following are the official lists made public this week, showing the standing of men of the Quartermaster Corps who competed in examinations held May 5, 1925, for Master Sergeant Motors and Staff Sergeant Cook Instructor:

**MASTER SERGEANT—MOTORS**

1. Tech. Sergt. H. E. Bryant. 2. Tech. Sergt. A. Julis. 3. Priv. E. L. Connelly.
4. Tech. Sergt. J. N. Shanks. 5. Tech. Sergt. C. W. Nielson. 6. Tech. Sergt. P. Gillich. 7. Staff Sergt. J. W. Wolfhope. 8. Sergt. J. B. Judge.
9. Sergt. R. L. P. Yost. 10. Tech. Sergt. B. W. Donnelly. 11. Tech. Sergt. C. C. Reger. 12. Pvt. 1c F. G. Trimble. 13. Pvt. 1c L. L. Joyner. 14. Tech. Sergt. A. H. Littlefield. 15. Staff Sergt. E. B. Bundy. 16. Tech. Sergt. P. B. McCarthy.
17. Staff. Sergt. P. Moore. 18. Sergt. W. G. Osborn. 19. Staff Sergt. H. Hanheide. 20. Sergt. O. Knutson. 21. Tech. Sergt. J. A. Sisson. 22. Pvt. 1c R. H. Lindley. 23. Pvt. 1c E. L. Babcock. 24. Sergt. R. A. Dunning. 25. Pvt. 1c W. W. Staton.
26. Staff Sergt. O. F. Holmes. 27. Tech. Sergt. E. J. Reinking. 28. Pvt. 1c J. A. Neely. 29. Pvt. 1c A. H. Newton.
30. Tech. Sergt. J. Hahn. 31. Staff Sergt. J. Q. Page. 32. Sergt. T. G. Matthews.
33. Tech. Sergt. J. H. Cox.
34. Cpl. J. Kings. 35. 1st Sergt. W. K. Wileman. 36. Tech. Sergt. E. J. Hoffmeister. 37. Sergt. J. A. Ege. 38. Pvt. 1c O. L. Hudnut.
39. Sergt. C. G. Smith. 40. Sergt. C. W. Maddox. 41. Staff Sergt. B. L. Hill. 42. Sergt. W. V. Williams. 43. Tech. Sergt. G. K. Vaughn.

**STAFF SERGEANT—COOK INSTRUCTOR**

1. Sergt. J. L. Patterson. 2. Sergt. M. Weiss. 3. Sergt. T. I. Clevenger. 4. Sergt. H. Bodiford. 5. Sergt. W. P. Young.
6. Pvt. D. J. Maloney. 7. Sergt. G. Rathbun. 8. Pvt. J. Barckan. 9. Sergt. F. R. Carder. 10. Pvt. 1c J. Ehrig.
11. Sergt. H. C. Schultz. 12. Sergt. J. O. Stringham. 13. Sergt. A. Schnelle. 14. Pvt. P. S. Doughty. 15. Pvt. 1c C. M. S. Mikkelsen. 16. Pvt. 1c R. A. Gede.
17. Pvt. 1c G. E. Evans. 18. Pvt. 1c W. T. Ridgeway.
19. Sergt. N. Gross. 20. Pvt. H. N. Morris. 21. Pvt. L. Badella. 22. Sergt. M. Wolff.

**COATS OF ARMS FOR THE NATIONAL GUARD.**—Figures prepared in the Militia Bureau indicate that of the 332 National Guard organizations who are entitled to bear colors, histories of 116 of these units, or 35 per cent, have completed same, and of these 116 organizations but 85 per cent have had their coats of arms and distinctive insignia approved by the War Department. Though the above-mentioned percentages appear to be negligible, when the magnitude of the work which is involved in the preparation of organization histories is recognized, the results are held to be most creditable.

Slow and painstaking labor is required in the establishment of the historic continuity of organizations without any broken links. The papers relating to the history and claims for descent from old organizations call for careful certification by both the State Adjutant General for state service and by the War Department for Federal service, and the presentation of these facts in proper form for verification entails considerable research not only on the part of the state authorities but the organization commanders as well. If an average of two cases per week can be finally disposed of, Militia Bureau authorities feel that considerable progress is being made.

As the design of a coat of arms and of the distinctive insignia for a National Guard organization is based upon the history of the organization, War Department approval is not given to the coat of arms until the history of the organization is definitely settled and recorded in the Militia Bureau and in the Historical Section of the Army War College. The number of coats of arms and of distinctive insignia approved in any one year are dependent upon the number of organizational histories which have been submitted, verified and recorded.

**M AJ. C. L. SCOTT, Q.M.C., U.S.A., TO COMPETE IN ENDURANCE RIDE.**—For the fifth consecutive year, Maj. C. L. Scott, Q.M.C., U.S.A., is a Service entry in the 1925 Eastern Endurance Ride, now in progress in Vermont, on the thoroughbred horse "Pathfinder," a veteran of many competitions. At the beginning of the second day of the ride, Oct. 20, 13 of the original 15 starting entries were showing no signs of withdrawal.

**M AJ. R. A. OSMUN, U.S.A., RETURNS FROM FRANCE.**—Maj. Russell A. Osmun, Q.M.C., has just arrived in the United States from a year's duty in France, where he attended the Ecole de l'Intendance, the Quartermaster Corps School of the French Army. He has joined his new station at Ft. Sam Houston, Tex., for duty with the 2d Division.

**G EN. GEORGE R. DYER, N.Y.N.G., TO REVIEW 106TH INFANTRY.**—Brig. Gen. George R. Dyer, 87th Infantry Brigade, N.Y.N.G., will review the 106th Infantry (old 23d N. Y.) Col. Thomas Fairervis, in its armory in Brooklyn on Friday night, October 30. The new regimental colors will also be presented incident to the occasion, and there will be some special exhibitions and athletics.

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BY LYMAN B. KENDALL

(*It is with satisfaction that we announce the association of Mr. Lyman B. Kendall with the ARMY AND NAVY JOURNAL in charge of its financial page. Mr. Kendall is a practical, far-seeing economist and a recognized authority on financial and market conditions. We look upon his association as a piece of good fortune both for the ARMY AND NAVY JOURNAL and its readers.*)

Continued advancing prices, largely the result of speculation in securities and real estate, have within the past few months resulted in a loan and discount expansion in so far as the national banks are concerned of more than \$300,000,000, deposits remaining practically stationary. This has been accompanied by a reduction of nearly \$100,000,000 in bank investments. The interesting condition which has been cre-

ated is that the relative amount of loans and deposits is now about midway between the lowest and highest ratio of the past few years and with the continued speculation rapidly trending lower.

Three to four months time money, now ruling at 4 3/4 to 5 per cent, bids fair to become materially higher to a degree to curtail speculation, and the conclusion is drawn that prices in general are in the top waves. Extreme caution is suggested in financial circles.

In the past, when merchandizing stores sold on a basis of 1 per cent earning value (no dividends paid) at \$16, public utilities over \$15, the general industrial list in excess of \$10, it has developed that the future was amply and over-discounted. The rails, however, selling as they now are on a basis of 1 per cent earnings per share at \$8, may be said to occupy better than middle ground, and purchases now made, it is stated, have a probability favorable to advance, the Northwestern and New England sections being especially suggested.

## THE NAVAL RESERVE

BY REAR ADMIRAL W. R. SHOEMAKER, U.S.N.

(Written for the Navy Day Number of The Army and Navy Journal)

WHILE a navy does not require the wartime expansion of an Army insofar as numbers are concerned, the rapidity of its mobilization is perhaps even more important. Due to the fact that we are below the 5-5-3 ratio in personnel in relation to the other naval powers, we have been able to keep a smaller proportion of our available vessels in commission. In all comparisons of naval strength our many destroyers and other first line vessels out of commission without a man on board are counted at their full face value. These ships without men are really a very slight asset to us, because it takes longer to build up a well organized crew than it does to build a destroyer.

Any business man at the head of a great corporation will tell you that it has required more years to build his organization than it has months to construct the building which houses it. Our crew must be more compactly and strongly built than his organization because it must function smoothly when every member of it is in the gravest danger known to mankind and the lives of all depend upon the reliability of each man. A single mistake, by captain or second class fireman, may mean the loss of the ship and when a ship goes down in battle its crew goes with it.

It therefore requires no proof that the effective vessels out of commission require crews of officers and men organized in advance, worked together so that they know each other's characteristics, abilities and deficiencies, trained for duty upon a specifically named ship as a unit, and welded together by pride in their city and in the efficiency of their organization. If a small Regular Navy nucleus is added at mobilization to the reserve crews to provide knowledge and experience in the latest methods of operation we have a crew which in a short time will make the ship a real fighting asset almost comparable to a similar vessel which has been maintained in full commission.

The Naval Reserve properly organized and administered will provide crews which will meet every one of the above requirements. The Naval Reserve has just been reorganized to effect this purpose and every effort is being made to effect improvements in its administration. The Navy is endeavoring to get into the closest contact with the Reserve, so that it can reconcile the needs of the Navy with the capabilities of the Reserve and to bring to a common viewpoint both the Regular and the Reserve personnel. It is hoped that next summer we will be able to use active destroyers for training the reserve organization on a scale greater than ever before and in accordance with a uniform system. In addition to its training feature this method will bring the Reserve into the Navy and establish it as one of the component parts of the service.

## THE NAVY LEAGUE OF THE UNITED STATES

BY WILLIAM M. GALVIN, EXECUTIVE SECRETARY

(Special to the Navy Number, Army and Navy Journal)

GOVERNMENT in our great democracy, in the last analysis, is by public opinion. Public opinion, in order to be sound, must be well informed and, further than that, it must be organized.

When war threatens, national interest in the Army and Navy is easily aroused. When time comes for the military forces to act, Congress is willing to pour out money. But when the time comes to act it is likely to be too late to prepare. A little forethought, therefore, in matters of defense is the means of saving many lives and many millions of dollars if war is unavoidable. More than that, it is often the means of preserving peace.

The Navy League of the United States is a voluntary association of civilians who believe that an efficient Navy is our best insurance against war. In this belief they seek to have the United States maintain a Navy commensurate with its extensive coast lines, its population, wealth, foreign trade and prestige in world affairs.

The League was founded in 1901. Its organization was due, in large measure, to the leadership of President Theodore Roosevelt, who realized that with our growth in wealth and population and the acquisition of island possessions after the Spanish War, the United States would have to take its legitimate position as a world power and that in doing so it must have an efficient Navy.

At the present time the League's policy is based on maintaining a Navy as defined in the Washington Conference of 1921. The League accepts every implication of the Washington treaties but believes that the United States should live up to the negative as well as to the positive implications of those treaties; that is, by remaining scrupulously within the 5-5-3 ratio we should maintain a Navy equal to the British Navy and two-thirds stronger than that of Japan.

There is, of course, no connection between the Navy and the Navy League although cordial relations exist between the League, the Department and the Navy as a whole.

Any citizen of the United States is eligible to membership. The annual dues are three dollars. The national headquarters are at 1749 E Street northwest, Washington, D. C.

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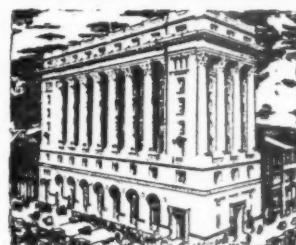
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## DECLARATION OF INDEPENDENCE

A facsimile copy of the Declaration of Independence has been issued by the John Hancock Mutual Life Insurance Company. This reproduction is a composite reduced facsimile, one-quarter size, taken from a facsimile reproduction of the original Declaration of Independence made by W. L. Stone in 1823, under the direction of John Quincy Adams, then Secretary of State. The original engrossed Declaration is in the custody of the Librarian of Congress at Washington. The John Hancock Company will send this copy of the Declaration free for framing.

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# SECRETARY CURTIS D. WILBUR OUTLINES DEVELOPMENT OF THE NAVY

BY SECRETARY OF THE NAVY CURTIS D. WILBUR

(Special to The Army and Navy Journal, Navy Day Number)



Secretary Wilbur

OCTOBER 27 marks the 150th anniversary of the United States Navy. From the Alfred of 1775, the first continental man-of-war to the West Virginia of 1925, our latest battleship—not to mention the great aircraft carriers Lexington and Saratoga—the evolution and the growth of the American Navy has been in keeping with the progress of science and with the tremendous expansion of our nation.

The change in the Navy in 150 years may be quickly visualized by a comparison between the Alfred of 1775, and the West Virginia of 1925; the first a short, wooden, sailing vessel armed with 24 cannons, the latter a huge, steel, electric driven ship carrying 28 guns. The Alfred, a vessel which depended for headway on the variable wind; the West Virginia throbbing with self-contained electric power, a form of power entirely unknown during the days of the Continental Navy. The Alfred, at its best, was not capable of a speed of more than six knots; the West Virginia drives its 33,000 tons through the seas at a speed of 21 knots. The Alfred, firing at point-blank range of 500 yards a broadside of about 300 pounds with less accuracy and hitting power than the West Virginia firing at 20,000 yards a broadside of over 16,000 pounds. Holding within itself a close

defense of twelve 5-inch guns, eight anti-aircraft guns, two airplanes, torpedoes, the most modern battleship can project its offense 10 or 15 miles, and one man can simultaneously discharge all the big guns by means of a single finger, thus sending towards the target eight 16-inch shells at least once every minute with a fair chance that one of these shells will land on the target.

As a further means of offense, as well as defense, the modern day battleship is surrounded by cruisers, destroyers, submarines, aircraft carriers and sea aircraft—types of ships undreamed of in the days of the Alfred. Again, these units are formed into fleets, squadrons, divisions, and sections, each with its tactical functions. Each of these units must be drilled separately in gunnery exercises, engineering trials, communications, strategy and tactics, and ultimately in maneuvers embracing all units under a single command. Efficiency in naval warfare today is vastly more difficult to attain than in the days of the Alfred, but our Navy has kept pace with the evolution of 150 years and has as its standard today a Navy second to none.

The peace time development of the Navy should be continuous and commensurate with the prestige of this nation as a world power. By the Washington Treaty for the Limitation of Naval Armaments, we pledged ourselves not to exceed a certain naval ratio as compared with the other signatory powers. We should maintain that ratio by an orderly replacement of worn out units, by the maintenance of sufficient personnel to man the fleet efficiently, and by a continuous construction and development of all the fighting units necessary for a well-balanced fleet. This latter program should include new construction of aircraft and aircraft carriers, light cruisers, fleet submarines, and destroyer leaders, and also the improvement and the equipment and establishment of well-located naval bases.

One hundred and fifty years ago, the territory of the United States was all east of the Mississippi River. Today, our territory extends from Porto Rico to the Philippines, and our foreign markets, without which our ever-expanding industries would suffer severe depression, are located in every part of the world. We need adequate maritime power to ensure safety to the inhabitants of our outlying possessions, and to protect our extensive foreign markets. The elements of maritime power are a merchant marine, a strong Navy with well-equipped and located bases, and an efficient trans-oceanic communication system.

It is a common error to consider that the armed forces of the nation, the Army and Navy, are of service only in time of war. While it is true that only during war is the power of the armed forces actively employed against an enemy, the potential strength of these forces exerts a powerful influence upon our international relations during peace as well.

The most valuable contribution of the Navy to the nation in times of peace is its quota of trained citizens returned each year to civil life. The Navy's share in protection of foreign trade, in promoting commerce by showing the American flag in foreign ports, in assisting our diplomatic agents abroad, in relief of disaster-stricken localities, in advancing science and industry by widespread research and experiment, should be realized by the nation. But the fact that the Navy annually takes into its organization 25,000 recruits, usually ignorant of the work they are to perform, and develops these men into skilled seamen or artisans, worthy of trust and responsibility, is often overlooked. First, instructing recruits at training stations on shore, the Navy continues their education on board ships by carefully prepared correspondence courses, supervised by officers, and also by technical trade schools ashore for those who have progressed to a capable degree. At the end of a man's enlistment, he may decide to remain in the Navy or he may decide to resume a place in his community. In either case he is an asset to the nation. His discharge, granting it to be an honorable one, is prima facie evidence that he is a proved, industrious man of good character. Such a man as this is a valuable citizen, one tending to raise the mental, moral, and physical standard of the nation. Trained and qualified in some useful trade or profession or in the performance of executive duties, these men constitute not only a dependable reserve in any crisis that confronts the nation, but also they represent a sound investment in American citizenship. The personnel of the Navy, both officer and enlisted, is of this substantial mould. The Navy is to be measured by its trained man power.

History gives us the achievements of this trained man power in time of war. It is hoped that Navy Day will bring a realization of the accomplishments of this trained naval personnel in times of peace.

## NAVAL STRENGTH ESSENTIAL TO PROSPERITY

BY ADMIRAL E. W. EBERLE, U.S.N.

Chief of Naval Operations

(Written for Navy Day Number, Army and Navy Journal)

IT IS A significant fact that the permanent American Navy was established as an outgrowth of the desire to protect our merchantmen in their lawful trading on the high seas. Our forefathers recognized that naval strength was an essential to national prosperity and must be a strength in fact and not in theory if our trade on the high seas was to flourish. Thus almost from its inception the function of the Navy was to protect the lines of sea communication, and to establish a sea power commensurate with the dignity and wealth of the nation. That the requisite sea power has not always been maintained history records time and again. Almost without exception following every war in which it has played its glorious part the Navy has been neglected—in some instances to such an extent that practically every vestige of protection to our sea borne trade disappeared. Fortunately in recent years the national policy in this respect has changed and sea power is recognized as synonymous of world power. If we wish to be considered as a world power, if we wish to maintain the means for sending our surplus products to foreign markets and to assure our citizens equal rights with other nationals in these markets—and without this the economic condition of the country would become so unstable as to perhaps bring about fearful consequences—then must the fundamental necessity of sea power be recognized and admitted.

In speaking of sea power, what is meant? Formerly, the term was generally used to denote surface ships, for by their means alone was the control of sea communications maintained. But as time has progressed and the ingenuity of man invented not only ships to sail on the surface, but also underneath the water and in the air, these new instruments have become essential aids in the maintenance of sea power, for the Navy can best serve only when it has all types of equipment that can be effectively used in its assigned tasks.

The personnel of all this equipment, whether it be surface, subsurface, or above the surface type, must be taught the principles of unity of action, they must have grown up in the spirit and atmosphere of service at sea, and must be inspired by the ideals and traditions of the Navy. Coordination of all types must be effected, else when action is joined, success cannot be assured. Thorough coordination can only be reached through unity of command over all forces and weapons employed.

But to assure that sea power is adequately maintained, we must have not only adequate strength in fighting craft to insure our ability to trade where we will on equal terms with others but we must have also a merchant marine for purposes of trade in peace, and for additional use as auxiliary vessels in the fleet in time of war, and bases suitably equipped and located from which the fleet can operate. Without these three essentials, our Navy is inadequate: with an inadequate Navy our sea power diminishes, and for a country such as ours whose wealth depends in such large measure on our ability to export and import at will, diminution of sea power means competition at a disadvantage, loss of trade, economic instability at home; and in the final analysis, perhaps, loss of national prestige and national integrity. Surely the maintenance of an adequate Navy should be the policy of every American who has at heart the honor and glory of the Stars and Stripes.

### FAMOUS SAYINGS OF NAVY HEROES

"I have not yet begun to fight."—John Paul Jones.

"Don't give up the ship."—Captain Lawrence.

"To windward or to leeward, they shall fight today."—Commodore Perry.

"Damn the torpedoes — go ahead!"—Admiral Farragut.

"You may fire when you are ready, Gridley."—Admiral Dewey.

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### NAVY PROMOTION STATUS

October 22, 1925

The following junior officers have become eligible for promotion in various grades and ranks of the Navy:

#### Line.

R. Adm. G. C. Day  
Capt. F. C. Martin  
Comdr. J. C. Cunningham  
Lt. Comdr. J. C. Lusk  
Lt. P. R. Sterling  
Lt. (j.g.) D. B. Candler

#### Chaplains' Corps.

Capt. E. A. Duff  
Cdr. T. L. Kirkpatrick  
Lt. Cdr. H. G. Gatlin  
Lt. A. deG. Vogler

#### Medical Corps.

R. Adm. Albert M. D. McCormick

Capt. R. C. Holcombe  
Comdr. E. L. Woods  
Lt. Cdr. E. J. Lanis  
Lt. Robert E. Duncan

#### Construction Corps.

R. Adm. J. G. Tawney  
Capt. R. P. Schlachbach  
Cdr. Earl F. Enright  
Lt. Cdr. H. L. Vickery  
Lt. Mason D. Harris

#### Dental Corps.

Lt. Cdr. H. R. McCleery  
Lt. Raymond D. Reid

#### Supply Corps.

R. Adm. T. H. Hicks  
Capt. C. J. Cleiborne  
Cdr. H. E. Collins  
Lt. Cdr. J. P. Jackson  
Lt. D. W. Robinson  
Lt. (j.g.) E. T. Stewart, Jr.

Civil Engineer Corps.  
R. Adm. F. T. Harris  
Capt. Geo. A. McKay  
Cdr. Greer A. Duncan  
Lt. Cdr. H. C. Fischer  
Lt. E. D. Miller

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### UNITED SERVICES AUTOMOBILE ASSOCIATION

Fort Sam Houston, Texas

## SOCIAL HAPPENINGS IN THE SERVICES

## PERSONALS

(Continued from page 182)

fayette, October 22. These luncheons, which proved so popular last Winter, were attended by approximately 100 officers, representing all components of the Army of the United States, and will be equally popular the present season.

**Comdr. Silvio Scaroni** has succeeded Wing Comdr. Mario Calderara as Air Attaché to the Italian Embassy. His address is Royal Italian Embassy, 2700 Sixteenth Street N.W., Washington, D.C.

The committee of Army women in charge of the Army dances for the season of 1925-26, to be held in Washington, D. C., in the Willard Hotel, announce the dates of dances as follows: December 5, January 7, February 5 and April 9. The committee in charge is: Mrs. John L. Hines, honorary chairman; Mrs. Merritte M. Ireland, chairman; Mrs. Dennis Nolan, vice chairman; Mrs. Louise Scherer, treasurer; Mrs. Robert C. Davis, Mrs. Malin Craig, Mrs. Clarence Sherrill, Mrs. George Tyner and Mrs. George Nugent, secretary.

**Mrs. Mary D. Cumming**, wife of Comdr. John W. W. Cumming, U.S.N., who was sued for an absolute divorce and charged with acts of misconduct in Norfolk, Va., denied these charges on Oct. 20, in equity court, Washington, in her answer filed through Attorney Charles V. Imlay. Comdr. Cumming named one codefendant in an original bill and amended it and added another defendant.

**Col. John T. Axton**, Chief of Chaplains, returned to his desk in the War Department Oct. 22, after a six weeks' rest at the Army and Navy General Hospital, Hot Springs, Ark. Col. Axton received a cordial welcome, and is greatly improved in health.

**Maj. J. H. Stutesman**, U.S.A., and Mrs. Stutesman entertained informally at tea in their apartment at 1721 Eye Street, Washington, D. C., on Oct. 20, for Mrs. Knox Taylor, of Princeton, N. J. Among the guests were Miss Frances Osburn, Miss Juliette Stebbins, Col. and Mrs. Gordon Johnston, U.S.A., and Col. and Mrs. Evans, of the Marine Corps.

**Capt. and Mrs. Walter Gherardi** U.S.N., were hosts at dinner on October 22 in Washington, D. C., in honor of Mrs. Manderville Carlisle, who has just returned from Europe.

## ENGAGEMENTS

(Continued from page 182)

enridge of New York and Kentucky. The marriage will take place at the home of the bride's parents, Washington, D. C.

**Kilpatrick — Myers**. — Mr. William Law Studley announces the engagement of his sister, Mrs. Ethel Studley Myers, of Providence, R. I., to Comdr. Walter Kenneth Kilpatrick, U.S.N. Comdr. Kilpatrick is now stationed at the Navy Yard, N. Y.

**Engelhart — Schultz**. — Col. Theodore Schultz, U.S.A., and Mrs. Schultz announced the engagement of their daughter, Mary, to Lt. Carl Engelhart, U.S.A., of Ft. Ruger, T. H. Lt. Engelhart is the son of Mrs. M. J. Engelhart of Richmond Hills, N. Y., and is a graduate of West Point, Class of 1920. Miss Schultz is a graduate of the Monticello Seminary in Goffrey, Ill., and has studied at the Washington Art League. The wedding will take place shortly after the New Year.

## WEDDINGS

(Continued from page 182)

the cake with her father's sabre. The bride was dressed in white crepe,

beaded in silver, veil with orange blossoms, silver slippers, and shower bouquet.

**Jackson — Mann**. — The wedding of Mrs. Alberta Mann, of Portland, Oreg., to Lt. Edw. B. Jackson, 7th Inf., U.S.A., was solemnized in the Service Club at Vancouver Barracks, Wash., on Oct. 12, 1925. The room was gayly decorated with flags and flowers. Capt. K. B. Wise, U.S.A., was best man, with Capt. C. A. Robinson and Lts. W. F. Browder, Edmund B. Sebree, Arthur H. Wolf, John W. Homewood and Chas. W. Van Way, Jr., all U.S.A., acting as ushers. Chaplain Orville I. Clampitt officiated. Guests included the officers and ladies of Vancouver Barracks and hosts of friends of the bride and groom from Portland and Seattle.

**Fisher — Bagley**. — Lt. Thomas G. Fisher, U.S.N., naval aviator attached to the U.S.S. New Mexico, and Mrs. Elda K. Bagley were married at the home of Mrs. Van Riper in Coronado, Calif., Oct. 8, 1925, the ceremony being performed by Justice Harry Titus in the presence of about a score of close friends of the bridal couple. The groom was graduated at the U.S.N.A., in the class of 1916. The bride divides her time between Kansas City, Mo., and Coronado. She has spent the past three winters at Hotel del Coronado, but has been making her residence the past summer in a Coronado house which she took last spring.

**Ricketts — Ambler**. — Ens. James Brewerton Ricketts, U.S.N., attached to the U.S.S. Mervine, and Miss Catherine Stevens Ambler were married in Christ Episcopal Church, Coronado, Calif., Oct. 9, 1925, by the rector, Rev. John Granger, in the presence of a few friends. The bride is a niece of Miss Helen Stevens, of Coronado, and has been a popular member of the younger social set of that city. She was given in marriage by Armand Jessop, a friend of the family. The groom was graduated from the U.S. N.A. in 1924.

**Wallace — West**. — Capt. Carlton S. Wallace, U.S.M.C., retired, residing in San Diego, Calif., and Miss Louise West, of Cincinnati, Ohio, were married in the latter city on Oct. 14, 1925. The groom has lived in San Diego for the past three years and is secretary of the San Diego Ice-Cold Storage Co., president of the Sunset Tile and Marble Company and vice president of the Western Seaboard Company. Following a honeymoon trip to Minnesota, Capt. and Mrs. Wallace will take up their residence at La Jolla, a suburb of San Diego.

## BIRTHS

(Continued from page 182)

a son, James Edgar Macklin, III, at Walter Reed Hospital, October 14, 1925.

**Johnson**. — Born to Mr. and Mrs. Alfred L. Johnson, a daughter, on Oct. 5, 1925, at Port Arthur, Ontario, Canada. Mr. Johnson resigned several months ago as a 2d lieutenant in the Air Service. He graduated in the class of '23 at West Point.

**York**. — Born to Lt. John Y. York, Jr., U.S.A., and Mrs. York a daughter, Ida Louise, on Oct. 15, 1925, at Welch Hospital, Welch, W. Va.

**McDowell**. — Born to Lt. Comdr. Ralph W. McDowell, Med. Corps, U.S.N., and Mrs. McDowell, a son, on Oct. 20, 1925, at Columbia Hospital, Washington, D. C. The baby is a grandson of Theodore W. Noyes, of Washington, D. C.

**Wilson**. — Lt. Maybin Homes Wilson, U.S.A., and Mrs. Wilson announce the birth of a son, Maybin Homes Wilson, Jr., Oct. 18, 1925, at Station Hospital, Fort Sam Houston, Tex.

## GREETINGS FROM THE PRESS

## THE BOSTON TRANSCRIPT SPEAKS

EDITOR JOHN CALLAN O'LAUGHLIN

NEWSPAPER circles no less than officers of the Military Establishment will be interested to learn that John Callan O'Laughlin, of Washington, has purchased and will assume the editorship of the respected ARMY AND NAVY JOURNAL. One of the most noted of Washington correspondents, the friend and confidant of Theodore Roosevelt, an Assistant Secretary of State in the Roosevelt Administration, aide to Maj. Gen. George W. Goethals during the war and with service in France—Major O'Laughlin has for the direction of this veteran Service journal an equipment that is all that could be desired. That he contemplates novelties in the conduct of the paper, that he will invest it with a human interest which it heretofore has lacked are to be expected of a man of his versatility and skill. It need not be added, however, that the first consideration of the new editor will be the maintenance of an adequate national defense, and that in him the Army and Navy have found a champion who will fight for them without fear or favor.

## FROM THE BIRMINGHAM (ALA.) AGE-HERALD

O'LAUGHLIN AS EDITOR

NEWSPAPER MEN, as well as the personnel of the Army and Navy, will watch with interest the outcome of the announcement by John Callan O'Laughlin that he has become publisher of the ARMY AND NAVY JOURNAL. This publication has long been a kind of official spokesman for the Army and Navy. Mr. O'Laughlin has for many years been one of America's most widely known newspaper correspondents. He served in the Army during the war and was later Assistant Secretary of State and also assistant to the chairman of the United States Shipping Board. He was an intimate of President Roosevelt and his personal acquaintance with great men ranges all over the world. He says in his statement in this week's issue that he will make an honest, determined effort to develop the ARMY AND NAVY JOURNAL into a paper filled with news, bright with opinion, attractive in make-up and influential with the country. It is an ambitious program, but if he is given the cooperation of the men in the Service, Mr. O'Laughlin is the kind of man to carry through what he attempts.

## GENERAL NEWS

## PROGRAM OF LECTURES AT ARMY MEDICAL CENTER, WASHINGTON

TON.—Beginning November 16, monthly meetings of medical officers of the Regular Army, National Guard and Reserve Officers will be held every month until May at the Army Medical Center, Washington. Following is the program for the 1925-1926 season:

November 16.—(a) The Medical Field Service School; (b) The Command and General Staff School; (c) The Army War College; (d) Courses for Officers at Civil Institutions and Other Schools.

December 14.—(a) The Army School of Nursing; (b) The Army Nurse Corps.

January 18, 1926.—The Activities of a Station Surgeon; February 15, Surgery in the Army; March 15, Psychiatry in the Army; April 19, The Medical Service of a Division in Combat; May 17, Medicine in the Army.

**THE COMING SESQUI CENTENNIAL AT PHILADELPHIA**. — The chaplains' part in the United States Army exhibit at the Sesqui Centennial Exposition to be held at Philadelphia June 1 to December 1, 1926, is steadily assuming shape under the direction of Chaplain Milton O. Beebe, U.S.A., who has been detailed to plan and project this exhibit. Much valuable historic material has already been collected, and the whole promises to be of extreme interest to all concerned. Should any chaplain or ex-chaplain have photographic or other material of historic value calculated to be of use for such an exhibit of chaplains' activities he is requested to communicate with the office of the Chief of Chaplains, War Department, Washington, D. C., and give description of such material with a view to having it included in the exhibit.

## OBITUARIES

(Continued from page 183)

of kin is his father, Mr. Frederick W. Jackson, who resides at 107 Clark Street, Glen Ridge, N. J.

**Stillinger**. — John Marshall Stillinger, infant son of Lt. and Mrs. Otto R. Stillinger, U.S.A., died at Ft. Rosecrans, San Diego, Calif., Oct. 6, 1925, aged 15 months. Interment was made in the military cemetery on Point Loma, San Diego.

**Buckey**. — Mr. Thomas W. Buckey, father of Col. Mervyn C. Buckey, U.S.A., Ret., and of Mrs. Daniel H. Torrey, wife of Maj. Torrey, U.S.A., died at his residence 2117 California Street, Washington, D. C., Oct. 20, 1925. Mr. Buckey who was a lineal descendant of pioneer settlers of the Shenandoah Valley, served in the Confederate Army during the Civil War. He was a member of the Association of Oldest Inhabitants of the District; Lafayette Chapter, Royal Arch Masons, and Centennial Lodge, No. 14, F. A. A. M. Burial under Masonic rites was at Charles Town, Va.

**CHILI TO REBUILD ITS NAVY**. — The Chilean Government has decided to replace some of its older warships by new and modern vessels, constructed abroad. A start is to be made by ordering six destroyers of the latest type from British firms. It is further proposed to order two cruisers of the 10,000-ton class as soon as the necessary financial arrangements can be made, and these vessels, also, may be constructed in Great Britain. The Chilean Navy is also to be reorganized on modern lines. At present it includes one powerful battleship, the Almirante Latorre—formerly H.M.S. Canada—and five large flotilla leaders, but is otherwise deficient in modern material. Five Elswick cruisers, built in the closing years of the last century, are still in service, together with a coast defense battleship built in France as long ago as 1890, and a number of small destroyers and submarines, but few of these vessels retain much fighting value.

**GENERAL ELY, U.S.A., LECTURES TO RESERVE OFFICERS**. — Maj. Gen. Hanson E. Ely, U.S.A., commandant of the War College, addressed the 570th Field Artillery Regiment, Reserve Corps, at the Harvard Club, New York City, Oct. 22.

## POSTS AND STATIONS

(Continued from page 184)

### JEFFERSON BARRACKS, MO.

**C**OL. DAVID L. STONE, C.O., 6th Inf., and family have returned to the post after visiting their daughter, Mrs. M. A. Devine at Monterey, Calif.

Mrs. Goodfellow is spending the winter with her daughter, wife of Lt. J. S. Miller of the 6th Tank Platoon.

Capt. and Mrs. Hand of the 6th Inf., have recently returned from Camp Perry and short leave in New York.

Mrs. Beck, wife of Capt. Thomas C. Beck, and Mrs. Cousley, wife of Capt. R. G. Cousley, gave a delightfully appointed tea to meet Miss McKay from Atlanta. Mrs. Stone poured, assisted by Mrs. Bingham. All the ladies of the garrison attended.

Lt. and Mrs. R. O. Bassett, Jr., transferred to this station from Alaska, are among the recent arrivals to Jefferson Barracks.

Mrs. Guy Hartman, wife of Capt. Hartman, and Mrs. Burrowes, wife of Lt. Burrowes, entertained five tables of bride recently.

### VANCOUVER BARRACKS, WASH.

**L**T. AND MRS. EDWIN T. MAY entertained at dinner for Capt. and Mrs. Adlai C. Young, Capt. and Mrs. John C. Glithero and Capt. and Mrs. Charles C. Knickerbocker.

Capt. and Mrs. Adlai C. Young recently entertained at dinner for Col. and Mrs. Frank J. Morrow and Lt. and Mrs. Edward S. Gibson.

Col. and Mrs. Frank J. Morrow entertained at dinner in honor of Col. Joseph K. Partello. Col. Partello was a visitor on the post as assistant Chief of Staff to Major General Charles T. Mencher, who made his annual inspection of the post on the 15th. Other guests were Capt. and Mrs. Adlai C. Young.

Mrs. Harold F. Chrisman entertained with a bridge tea for Mmes. Glithero, Knickerbocker, Young, Skinner, May, Macatee, Hazeltine, Wolf, Fulton, Little, Norman and Strickland.

Lt. and Mrs. Macatee entertained at dinner for Lt. and Mrs. Fulton and Mrs. Shaw.

### FORT MOULTRIE, S. C.

**M**RS. JOHN O. CROSE and her mother, Mrs. Hogan, have left for Sedalia, Mo., Mrs. Hogan's home. Mrs. Crose will be gone about two months.

Lt. Col. Fay W. Brabson, commanding 8th Inf., visited Major and Mrs. R. John West early this week, coming up by train from Regimental Headquarters at Fort Screven, Ga.

Mr. and Mrs. F. W. Seyle, of Savannah, Ga., spent the week-end with their son, Lt. G. F. Seyle and Mrs. Seyle.

Chaplain Orville E. Fisher has returned to the Post after a ten-day leave spent in New York and Washington.

Lt. John D. Salmon and Lt. and Mrs. W. R. Blakely have returned after leave spent in South Carolina.

Mrs. W. J. McCaughey, who has been seriously ill for about two weeks, has been taken to a Charleston hospital, where her condition is reported as improving.

The second meeting of the Post Bridge Club was held at the quarters of Capt. and Mrs. G. R. F. Cornish, with Mrs. Cornish and Mrs. Dietz as hostesses.

Capt. and Mrs. George E. Thompson have left for a month's vacation in the North.

### SAN DIEGO AND NEARBY BASES

**C**OMDR. AND MRS. GARRETT K. DAVIS entertained with a buffet supper at their home in Coronado, with bridge during the evening.

Col. and Mrs. George W. Gatchell, U.S.A. Ret., are spending a month at the Barbara Worth Hotel in Imperial Valley.

Lt. and Mrs. John Alvis, who have been visiting the latter's mother, Mrs. Marie Louise Gaillard, of Coronado, were guests of honor at a dinner party given by Mr. and Mrs. W. B. McKinnon, covers being laid for fourteen.

Lt. and Mrs. Hugo Schmidt entertained with a tea party recently at their Coronado home in honor of Capt. and Mrs. Stafford H. R. Doyle. About forty were present.

Mrs. Melville S. Brown, wife of Comdr. Brown, was hostess at a luncheon recently in honor of Mrs. Phil D. Swing, wife of the Member of Congress from this district.

Comdr. and Mrs. John H. Everson entertained recently with an informal dinner and dance in honor of Lt. and Mrs. Philip Kelleher, who leave soon for the east coast.

In honor of Capt. and Mrs. J. L. Rice, who are about to leave for Monterey, a dinner was given recently by Lt. and Mrs. Ernest W. Dort, U.S.N.R.

In honor of Rear Admr. and Mrs. Charles A. Gove an informal dinner party was given at the home of Capt. and Mrs. William M. Crose recently.

Mrs. Alford, wife of Lt. Comdr. Thalbert N. Alford, entertained recently with a dinner party at her home in Coronado.

Mrs. F. F. Manley was guest of honor at a bridge luncheon given recently by Miss Alma Jenison at the Chula Vista Country Club, Lt.

and Mrs. Manley leave soon for Guam for 18 months, and will be accompanied by Mrs. Manley's sister, Miss Elizabeth Thompson, and little Catherine Manley.

Rear Adm. Frank H. Schofield was host at a recent dinner party on board the U.S.S. Melville in honor of Comdr. and Mrs. Harry E. Collins and Lt. Comdr. and Mrs. Timothy J. Kelleher.

Mrs. Bruce L. Canaga, wife of Comdr. Canaga, was honor guest at a luncheon given recently by Mrs. Sellers, wife of Capt. David F. Sellers, commanding the naval training station.

### GOVERNOR'S ISLAND, N. Y.

**G**EN. AND MRS. C. P. SUMMERALL entertained with a dinner party, and had as their guests Maj. and Mrs. H. W. Fleet, Mrs. Burton Pollock and Col. Watson. The party later attended the musical show, "Dear-Est Enemies."

Maj. Horace J. Hill, of Boston, spent last week-end as the guest of Lt. George Forster.

Lt. and Mrs. John Bruckner gave a dinner in honor of Miss Martha and Miss Anna Cooke, of Honolulu. The other guests were: Miss Marguerite Paris, Miss Jeanette Fuqua, Mr. and Mrs. C. R. Smith, Lt. Bennett, Dale Mason, Heyward Roberts and Charles Coates.

Master Mart Bailey, son of Maj. and Mrs. M. Bailey, celebrated his ninth birthday with a party for twenty-two of his friends.

Col. C. M. Eby has left on a two months' sick leave, which he will spend in Los Angeles.

Col. and Mrs. Thomas Brewer gave a dinner at the Biltmore and had as their guests, Col. Stanley Ford, Col. and Mrs. S. O. Fuqua, and Mrs. H. J. Weeks.

Miss Katherine Judge, who has been visiting her sister, Mrs. T. A. Baldwin, has returned to her home in Washington.

Mrs. Burton Pollock, of St. Louis, who has recently returned from a visit in the Virgin Islands, spent last week-end as the guest of Col. and Mrs. S. O. Fuqua.

Mrs. F. R. Keefer was the house guest last week-end of Comdr. and Mrs. I. C. Johnson, of Hartford, Conn.

Mrs. W. C. Rivers recently gave a tea in honor of her house guest, Miss Paston, who has sailed for Europe.

Col. and Mrs. H. E. Yates entertained at dinner for Gen. and Mrs. C. P. Summerall, Col. and Mrs. E. R. Keefer, Mrs. Butler, of Washington, Mr. Phillip Rhinelander, Mr. Henry D. Valentine and Mr. Charles Nichols, Jr.

Mrs. Naille, mother of Mrs. W. W. Taylor, has left for a few weeks' visit in the South.

Mrs. W. W. Taylor entertained fifty guests at tea.

Col. and Mrs. H. M. Morrow had as their week-end guests their son, Cadet Maurice Condon, and also Miss Fahnestock, Miss Veedor, and Cadet Plummer.

Capt. and Mrs. A. S. LeGette have left the island for their new station at Fort Wood, where Capt. LeGette will assume command.

### THE CAVALRY SCHOOL, FORT RILEY, KANS.

**M**AJ. JEWS DOE, of Fort Leavenworth, was the recent guest of Maj. and Mrs. W. M. Grimes.

Maj. and Mrs. James O'Hara honored their guests, Col. and Mrs. Cross, of Fort Leavenworth, with a dinner before the Cavalry School Dance.

Fort Riley Masons forming a Sojourners' Club met at the Weapons Room, Academic Building, at the post to hear Mr. C. Williams, an official of the Army Scottish Rite bodies of Fort Leavenworth, who explained the fall convocation, which begins in the near future.

The bi-monthly tea of the Cavalry School Gun Club was held with Mmes. Dorsey R. Rodney and Robert M. Cheney as hostesses. Mrs. William C. Christy presided at the tea table. The regular members and about thirty-five guests were present. The shooting was of unusual interest. The ladies participated for the first time, and some splendid shots were found among them. Mrs. R. L. Coe made a score of 7 out of 10, which was the highest score made by either lady or officer. Maj. R. M. Cheney made the highest score for the men with 14 out of 25.

Mrs. Robert W. Foster recently entertained the Cavalry School ladies of the National Fraternities with a Pan-Hellenic Tea.

Maj. and Mrs. Edgar M. Whiting were recent hosts at a bridge dinner for Col. and Mrs. Copley Enos, Majs. and Mmes. Albert H. Mueller, Williams M. Grimes, Charles G. Hillman, and T. K. Brown, Col. Walter J. Scott and Maj. J. W. Heard.

Capt. and Mrs. Julian W. Cunningham entertained with a bridge and mah jong party in honor of their father, Mr. Robert McGarry, of Sound Beach, Conn.

Maj. and Mrs. R. M. Cheney recently entertained with a dinner in compliment to their guests, Dr. and Mrs. R. M. Kuhn, of Kansas City.

Col. and Mrs. George T. Bowman were the hosts at a dinner for Col. and Mmes. Kerr T. Riggs, Col. W. W. Whitside, Aubrey Lippincott, and Mrs. Pike.

Mrs. William M. Grimes entertained with a luncheon in compliment to her mother, Mrs. G. F. Grimes and Mrs. Townsend Woodhull.

### SAN ANTONIO, TEX.

**T**HIS LADIES' SOCIAL CLUB of the Second Division, Fort Sam Houston, held its first meeting at the home of Mrs. J. C. McArthur in the Cavalry Post. An attractively appointed luncheon was served to about 15 guests.

Maj. and Mrs. Herbert Slayden Clarkson entertained with a dinner party, complimenting Miss Olive Martindale. A musical was enjoyed during the evening, presented by Mrs. Theodore O'Brien, wife of Capt. O'Brien, of Fort Sam Houston, who gave a program of voice numbers, accompanied by Mrs. Clarkson at the piano.

The bridge club of Kelly Field met with Mrs. Richard Aldworth and Mrs. J. M. Clark as hostesses.

Brig. Gen. and Mrs. Paul B. Malone entertained at dinner at the Argonne Heights Officers' Mess preceding the regular hop. The guests numbered 40.

The officers and ladies of Kelly Field will entertain with a Hallowe'en ball Friday evening, October 30, at the Officers' Club.

**K**ING GEORGE SENDS BEST WISHES TO SCHNEIDER CUP TEAM.—The British aviators received October 22 the best wishes of their sovereign in a cablegram from the Royal Aero Club, which said:

"The king will await with interest the results of the race for the Schneider cup and his majesty offers his best wishes for success to the British team."

An elaborate parade of aircraft will precede the Schneider cup races at Bay Shore Park, Baltimore, today. Beginning at 1 o'clock in the afternoon, all available aircraft not participating in the races will pass in review. They will fly in formations and perform specified maneuvers.

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## AIRCRAFT BOARD GETS MORE IMPORTANT DATA ON CONTROVERSY

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### STATEMENT OF CHAIRMAN MORROW WHEN AIRCRAFT BOARD HEARINGS CLOSED OCTOBER 16

The Chairman: With the hearing this evening the President's Aircraft Board will conclude its public hearings.

The Board was appointed about a month ago. In the letter of appointment the President suggested that we proceed immediately to the consideration of the problem, and he indicated that he desired a report about the latter part of November. The Board did proceed immediately to work. We have held almost four weeks of continuous sessions. We have heard the Secretary of War and the Secretary of the Navy, as well as their technical advisors, the heads of their Bureaus and Departments. We have heard the Postmaster General and the Secretary of Commerce, as well as the heads of several of their Departments. We have heard representatives of the National Advisory Committee for Aeronautics. We have heard the Chairman of the Appropriations Committee of the House of Representatives. We have heard from Orville Wright who, with his brother a quarter of a century ago made the great revolutionary step which has led to this amazing aircraft development. And we have heard Commander Hunsaker, with his wide knowledge, say this evening that no great revolutionary step has been taken since that time, that it has all been a development from that great step. We have heard from the leaders of the aircraft industry, the men who have carried on their work through good and bad times without losing their courage or their enthusiasm. It is hard to understand how they have gone on unless we remember that most men engaged in the flying industry are themselves flyers.

But, perhaps, most important of all, we have heard from the actual flying men; in fact, I venture to say, that more than half of our record is made up of the testimony of flying men. Moreover, we have heard from the flying men under the most favorable circumstances. We have tried to make it clear to them that we desired their personal opinions, and it is only fair to say that both the War Department and the Navy Department have cooperated most heartily in making it possible for the flying men to express their personal opinions even though that opinion be at variance with the expressed opinions of the Departments.

When the Board adjourns tonight it will begin the work of a study of the voluminous record, to the end that its report may be in the President's hands at the time desired.

And, in closing, I think it is only proper to express our thanks to Congressman Parker for the use of his committee room, and to Congressman Parker's assistants for their courtesy to us in the past four weeks we have been using their rooms.

I think we should also thank the press for their fidelity in attending our meetings. We have not had time to read what they have written about us, but we know it has been done with their usual, unusual accuracy.

And last of all we want to express our thanks to the witnesses who have come before us. There has, of course, been a very great variance in the opinions stated to the Board, but in the opinions expressed in the past four weeks, there has been through all a note of very great faith in the aircraft industry; also a note of true devotion to the great Army and Navy organizations, and to the great country which the Army and Navy organizations represent.

The meeting will now adjourn.

**FRIDAY, OCTOBER 16, 1925**

### STATEMENT OF CAPT. A. W. MARSHALL, U.S.N., HEAD OF TACTICAL SECTION DIVISION OF FLEET TRAINING IN THE OFFICE OF NAVAL OPERATIONS, HAS PREPARED A STATEMENT.

From the time of George Washington and for almost 150 years, this country in time of national emergency has placed its reliance on the Army and the Navy for its safety and preservation. In the beginning they were relied upon for its very existence as a nation. The Army and the Navy have proved worthy of this trust and undoubtedly will prove worthy in the future.

The aim of the Navy is to keep war away from our coasts, and in the accomplishment of this aim the Navy may be expected to use every means within its powers to aid it. Aviation will be included as an important arm of the fleet and will play its part. It is a fundamental principle of war that all efforts, whether Army or Navy or aerial must be coordinated to achieve success.

Whatever the nature of the air attack, it must be simultaneous with or followed up by, an exertion of naval force for the combined effort to have an important effect. It is impossible to separate any air attack at sea from the naval battle or campaign as a whole. Coordination is therefore necessary and both forces must be commanded by a single head in order to obtain the unity of effort required.

This emphasizes the necessity for thorough indoctrination and training as naval officers of all subordinate commanders, which indoctrination and training requires a life time of special effort and study.

The aviator must know and understand thoroughly the plans and intentions of the Commander-in-Chief. Battle must be fought with a unity of thought and unity of direction, not just cooperation, but obedience to the general doctrine. Battle is the ultimate decisive factor in war, and success will depend on the maximum power being developed rapidly and

smoothly by all arms acting under a common doctrine and the one directing head.

Aviation units, to fight at sea, must be taken and carried on board ship. They become absolutely a part of the ship, planes as well as personnel. No matter under what system aviation units are organized, any system which involves dual control and dual responsibility is detrimental to efficiency. Furthermore, aviators who operate at sea must be seamen, must be naval officers first; they must have a seaman's eye, a seaman's understanding, in order to evaluate situations and do their part in coordinating their efforts with those of the naval forces. The C-in-C must have confidence in the action they may take, the reports they make, and they must have confidence in him. Constant practice together is necessary in tactical training and communications in order to bring this about. They must have a knowledge of Naval strategy, Naval tactics, and Naval technical information, all backed by naval experience in order to obtain efficient performance by aviation units, and this must obtain whether their work be combat with enemy air forces independently or whether their work be air service to the fleet, before or during battle. It is absolutely impossible to obtain these conditions in an arm of the fleet manned, administered, trained, and controlled by an outside authority.

An air service separate from the Navy, with different conceptions, different traditions, and looking to an authority outside of the Navy for its upkeep and preferment, is incompatible with the requirements of war. For these reasons, I am opposed to any proposal to separate naval aeronautics from its present unity with the naval service as a whole, either by the creation of a separate air service or by the formation of a separate air service for the Navy.

Senator Bingham: I would like to submit for the record exhibits from two letters from Major General William H. Johnston:

"I have written General Drum that the main trouble with the Air Service of the Army is lack of joint training between Air Service and ground troops and a sad deficiency in the number and kind of planes at present available. I believe the blame can be principally ascribed to the Air Service. If the Chief of Air Service has ever recommended training of air personnel with ground troops and the War Department General Staff has disapproved, the blame for this lack of practical training rests with the War Department General Staff. I trust the Air Service Board, of which you are a member, will make so strong a report, concerning our lack of Air Service, that Congress may appropriate generously not only for the stimulation of commercial Air Service, but for procurement in quantity of the kind of planes we shall need in case of emergency, and I believe it is within the power of your Board to recommend a more intimate association of Air Service personnel of the Army with ground troops."

Extracts from second letter:

"I am thoroughly convinced that some legislation is necessary to restore the morale of airmen, both of the Army and Navy. I believe they are entitled to better consideration in the matter of promotion and pay, especially in time of peace, than members of other arms, but I hope no legislation will be recommended which will enable the airmen to divorce themselves from the Army and Navy. Unless they actually practice in peace the kind of service necessary in war, we shall have probable cooperation but not unity of command, for National Defense. Until the Allies had unity of command under Marshal Foch, there was no prospect for success in Europe. I agree with those witnesses who say that the War and Navy Departments, through the Joint Board, fail to accomplish results. There must be some law imposing unity of command"

### STATEMENT OF MAJOR BETHEL W. SIMPSON, CHIEF OF THE AMMUNITION DIVISION OF THE TECHNICAL STAFF, ORDNANCE OFFICE.

As a result of the study of tests, the following conclusions were reached:

(a) The accuracy of bombing varies greatly, depending upon the degree of training of the bombing team, the type of bombing equipment used, and the particular local conditions under which the bombing is conducted, such as weather conditions, visibility, physical conditions and morale of the bombers, etc.

(b) Since the lateral and longitudinal probable errors are essentially equal a more convenient probable error may be used. This is known as the "Circular probable error," and may be defined as the distance from the center of impact of a group of impacts within which 50 percent of the impacts may be expected to fall.

(c) Circular probable error may be obtained from linear probable error by multiplying the latter by the factor 1.7456. In cases where the lateral and longitudinal probable errors differ in value, the circular probable error may be obtained by using the mean value of the two errors or somewhat more accurately by taking the square root of their product.

(d) Circular probable error in bombing may be expressed by the following formula:

$$P. E. (\text{in feet}) = 3 \text{ Altitude} (\text{in feet})$$

K

in which K is an arbitrary figure of merit of performance which takes account of the variations mentioned in (a) above.

(e) For experienced teams with the best equipment, teams and results may be graded about as follows:

Rating	Value of K
Ultimate	About 2.5
Remarkable	2.00 or more
Excellent	1.5 to 2.0
Good	1.25 to 1.5
Average	1.00 to 1.25
Fair	.75 to .100
Poor	.50 to .75

From the above it will be seen that the accuracy of bombing depends fundamentally on the value of K assumed in the computations. If the accuracy is known K may be computed and a measure of the merit of the bombing team obtained. On the other hand, if the value of K is assumed the probability of hitting any given target from a given altitude may easily be calculated.

To sum up the situation briefly:

(a) Bombing is an art as well as a science, and the accuracy of bombing (value of K) will vary greatly under different conditions.

(b) Present peace time bombing corresponds to value of K listed above as "average" with an occasional group above that figure. Such average values of K will give reasonably high percentages of hits on battleship targets.

(c) The effect on accuracy of war conditions, involving long flights prior to bombing, possibly poor weather conditions, and the harassing effect of pursuit aviation and antiaircraft fire will be to reduce the value of K, but the exact amount of such reduction cannot be accurately stated at present.

(d) The improvement in accuracy due to stabilization of the bomb sight is marked.

(e) Limited night bombing tests indicate that the probable error of bombing is about doubled at night. This is believed to be largely a matter of proper illumination of the target and with proper illumination night bombing should be almost as accurate as day bombing.

(f) Relative slow movement of the target does not diminish the accuracy of bombing. Fast movement does diminish such accuracy. It can be shown that if a battleship should commence to turn when traveling at a speed of 20 knots per hour by throwing the helm hard over as soon as the bombs were dropped from an altitude of 10,000 feet, the probability of hitting would be affected very little by such a maneuver.

That is a battleship. The faster ship, such as a destroyer, probably affects the accuracy of a bomb because they can successfully dodge.

General Summerall, General Ely, and General Parker have testified as to the almost negligible effect of bombing on troops in the field. Captain Rath has emphasized the limitations of bombing and difficulty of obtaining results under adverse conditions. As I remember, his testimony, boiled down briefly, it was to the effect that good visibility was essential to good bombing, the greatest altitude attainable, straight formation flying, the avoidance of antiaircraft batteries, and the passing over an objective but once were essential to safety. I believe he is fundamentally correct in all these assertions, with the possible exception of the question of a single flight over an objective. If the objective is large it should be possible to drop all bombs successfully on a single flight. If small, a number of flights may be necessary in order to obtain effect on the target. Low bombing will probably be confined to ground attack which is carried out by high speed planes carrying relatively light bombs. Day bombing will probably be the exception and night bombing the rule. The exact amount to discount peace time figures in order to obtain an estimate of war time results cannot be definitely stated, but that there will be such a falling off may be accepted as an axiom.

It may be said that the target practice last summer was conducted with shrapnel ammunition instead of shells, and the old hypothetical target was used in scoring hits. The 62d Coast Artillery made 203 hypothetical hits in a total of 4,343 rounds fired at a moving sleeve target (4.64 percent). A count of actual holes in the targets was also made and in a total of 3,247 rounds fired 108 actual hits on the sleeve were scored (3.32 percent).

The probable error of the ammunition has been determined in range firings at the proving ground and if a single gun is carefully laid and the fire so adjusted as to place the center of impact in the proper position with respect to the target we may expect to obtain the following probabilities of hitting the old and new hypothetical targets at the times of flight given:

#### Probability of hitting—Percent

Time of flight seconds	Old hypothetical target	New hypothetical target
6	43	86
8	37	72
10	32	55
12	29	45
14	26	35
16	22	26
18	20	19
20	17	15

The above percentages are quite high and cannot probably be improved on much at the shorter times of flight below 10 seconds. However, time probable error of the present power train time fuse increases almost directly in proportion to the time of flight so that the dispersion is excessive at the longer ranges. A satisfactory mechanical fuse should reduce this dispersion considerably. By a mechanical fuse I mean essentially a clock work fuse. There are several fuses of that kind that have been developed, and we have had very satisfactory results from the latest ones that we have been experimenting with. Such fuses are now under development with promise of successful results in the immediate future. A limited test of some new fuses has just been made and results indicate that the probable error of these fuses will be about half that of the present fuses. A non-microscopic powder may give increased uniformity of muzzle velocity. Such powder is also under development. Variations in the ballistic coefficient are reduced by care in the manufacture of ammunition and grouping of shells in lots of the same weight zone. Such variations as occur between projectiles of the same lot are negligible.

**The Gun**—Improvements have recently been made in the construction and rifling of guns which together with slight changes in the rotating band of the shell have increased the accuracy life of the gun to 3,000 rounds. The guns of a battery should shoot together reasonably closely if they have all been fired approximately the same number of rounds.

**The Fire Control Instruments**—Comparing the hypothetical hits actually obtained in target practice (5.92%) with the theoretical percentages to be expected from the ammunition (35% for the time of flight of 9 seconds, about the average), a great discrepancy is noted. It is the function of the fire control instruments to put the center of impact in the right place and to apply necessary ballistic corrections.

**Senator Bingham**: Is it not also true that in the firing at Fort Tilden you were using, largely at least, war time ammunition?

**Major Simpson**: Entirely war time ammunition.

**Senator Bingham**: And consequently there were times when although the target was plainly visible it was beyond the range of the ammunition that was available.

**Major Simpson**: Oh, no, Senator Bingham, never beyond the range of the ammunition. It was the range of vision that covered that matter.

We have actually plotted the course of the plane with the camera obscura. We observed with these instruments, and could assign where they predict the plane will be, and then find out where the plane actually is, and then could determine what the error was. With the present instruments we know that errors take place and it may safely be stated that with improved instruments (the new instrument has just been delivered but has not yet been tested), a marked improvement in accuracy may be expected. This is probably where the greatest improvement in antiaircraft fire will take place.

**Personnel**—Without a thoroughly trained and intelligent personnel good results cannot be obtained. Training and lots of it are essential.

The trial shot problem is most important, as it is the only means of correcting for variations in muzzle velocity, density of the air and time of burning of the fuses from the normal. Such variations always occur and unless properly corrected for their effect may cause the center of impact to fall so far from target as to reduce the probabilities of obtaining hits to a minimum.

The trial shot problem methods are now being studied by the Coast Artillery Board and it is believed that improvements in the accuracy of the trial shot corrections will be made with corresponding increase in the accuracy of fire.

**Visibility of the Target**—The visibility of the sleeve target used in last summer's target practice was poor, and the range and altitude at which practices were conducted were restricted by this lack of visibility. Undoubtedly the gunners lost this target at times and inaccuracy of fire was the result.

A new type of target that is considerably larger has been designed by the Navy. This was used at Aberdeen on October 2, and a marked im-

provement in visibility noted. More powerful searchlights will improve visibility at night. Flashless powder, now under development with prospects of early successful results, will eliminate the blinding flash of discharge of the gun which at present interferes with seeing the target at night, and will also eliminate aviators seeing the flash of the gun.

The greatest improvement, however, with present equipment will be the introduction of Case III fire, in which the gunners do not have to follow the target with their sights but merely lay the guns for elevation and azimuth in accordance with data determined by the fire control instruments that do not track the target. Operators of these instruments will not be harassed and thrown off the target by the firing of the gun and an improvement in accuracy may therefore be expected by the use of Case III methods of fire.

Ultimately antiaircraft fire control may possibly be rendered completely independent of conditions of visibility and hostile aircraft taken under fire even in foggy weather. The airplane gives off sound waves, heat waves, and radio waves from its engine. The devising of an instrument or instruments to track the plane by one or more of these waves is a physical, mechanical (and financial) problem not at all beyond the realm of probability. Some such instruments have already been devised and tested. Brains, time and money will produce successful instruments of this type if we need them.

**Movements of the Target**—Movement of the target to avoid fire may be expected as soon as the pilot realizes he is under fire. Instruments will not give true predictions again until the target has been tracked on its new course for a short time. To overcome this difficulty very careful preparation of data is necessary and the employment of as many guns as possible so as to increase the chances of obtaining effect on the first few salvos as much as possible.

**Summary**—A large number of elements enter into the accuracy of antiaircraft fire. These are all being studied and improvements are in prospect all along the line. Results obtained to date are encouraging but nothing like what it is possible to obtain.

As an example of improvement obtained during the summer's practice of the 62d Coast Artillery during the firing period prior to August 1, 1925, a total of 123 hypothetical hits was obtained from the firing of 2,827 rounds, or 4.35 percent hits. After August 1, a more accurate fuse was used, the carriages were made more stable by the provision of concrete platforms and excessive lost motion was taken out of the sights. The training of the personnel was also more perfect than during the earlier practice. The result was that 64 hypothetical hits were obtained out of 1,080 rounds fired after August 1, or 5.92 percent, an improvement of 1.57 percent in results. While not a great absolute gain this represents a 36 percent improvement over results obtained prior to August 1, 1925. I took that date of August 1 because the new fuse was put into service at that time.

The probable effect of antiaircraft fire has also been made the subject of study by the Ordnance Department.

Incidentally I might say that the Chief of the Air Service gave us two DH4B planes to use as targets in those tests. A witness here on yesterday testified that those planes were of no use to the Air Service, and it may be that General Patrick was anxious to get rid of them. As a result of the tests, we obtained definite information as to the density of fragments at various points, the number of hits on the airplane and the number of damaging hits. The classification of hits as damaging is, of course, a matter of judgment. The Ordnance Department has classified these hits and as a result believes that the following relations exist:

Distance from burst —yards	Rounds fired	Number effective	Total number	Hits effective	Ratio
50	15	3	5 to 1	53	5
40	12	3	4 to 1	44	4
30	12	7	2 to 1	147	10
20	12	11	1 to 1	182	26

The Air Service estimate made by Lieutenant George of the Air Service, who was present during the test, differs somewhat from this.

Air Service Estimate					
Distance from burst —yards	Rounds fired	Number effective	Total number	Hits effective	Ratio
50	15	1	15 to 1	53	2
40	12	2	6 to 1	44	3
30	12	3	4 to 1	147	5
20	12	9	1 to 1	182	15

Lieutenant George, in his analysis, has thrown out a number of hits counted by the Ordnance Department as effective, on the basis that they would not surely have disabled the airplane. I think we may agree that they would not but they would have been damaging hits and as such are entitled to be counted.

The panel tests also made at Aberdeen Proving Ground gave the following results as to density of penetrating hits. The number of rounds fired per effective round, given in this table, are obtained from the table given above, giving the Ordnance Department estimate of effect on the airplane.

Distance	Density of penetrating fragments per sq. yd.	No. of rds. fired per effective round	Density of hits— Number of rounds times density per round
50	.09	5	.45
40	.17	4	.68
30	.22	2	.44
20	.5	1	.5

The values of density of perforations required for disabling is fairly consistent except at the distance of 40 yards, where one additional effective round would have made the number required to disable three instead of four, giving a density of .51 instead of .68. A density of .5 penetrating hits per square yard for reasonable certainty of disabling the plane appears fairly constant and agrees well with the results obtained (except at 40 yards as noted above). It is believed to be proper to modify the results of the tests at 40 yards to make them consistent with this density figure and doing this we have:

With the target in the side spray:

Distance of target  
form point of burst

Yards	Probable number of rounds required to disable
50	5
40	3
30	2
20	1

The firings in which the target was placed in the nose spray were limited but on the basis of equal densities producing equal results we would have:

With the target in the nose spray:

Distance of target from point of burst Yards	Probable number of rounds required to disable
100	3
80	2
50	1

To make any intelligent approximation of the probability of obtaining destructive effect or casualties, a definite limit must be assumed for the danger space within which casualties will be sustained. As the bombing plane is the normal target for the 3-inch A. A. gun, the estimate should be based on this target instead of the DH4B plane used in the Aberdeen tests. On the basis of ratios of vulnerable areas exposed we would have the following approximate relations existing between these two targets:

Presentation of target	Vulnerability	DH4B	Martin Bomber
Side	1	1	
Front or rear	1	2.5	
Top or bottom	1	2.5	
Mean	1	2	

That is, on the average the bomber would be about twice as vulnerable as the DH4B. Assuming this ratio we would have for the probable number of rounds required to disable the bomber:

Distance of target from point of burst	Probable number of rounds required to disable
50	2.5
40	1.5
30	1.

With the target in the nose spray:	Probable number of rounds required to disable
Distance of target from point of burst	
100	1.5
80	1.

With the above figures in mind, the following "casualty danger space" is defined for the purpose of estimating the probability of obtaining casualties:

Nose spray—10 yards in diameter and 100 yards long.

Side spray—80 yards in diameter and 15 yards long.

Both sprays being cylindrical in form.

Using this "casualty danger space" and the firing table probable errors, we find the following probabilities of obtaining destructive effect on the target "at ranges considered to be effective," tabulated by times of flight. The tabulation is given both for the condition where the center of impact is on the target and where it is 50 yards short.

Time of flight	C. I. on Target			C. I.—50.			Total
	Nose spray	Side spray	Both sprays	Nose spray	Side spray	Both sprays	
6	17	11	3	31	28	6	37
8	10	11	1	22	16	7	24
10	6	9	1	16	8	7	16
12	5	8		13	5	7	13
14	3	8		11	4	6	10
16	2	6		8	2	6	8
18	1	6		7	2	5	7
20	1	5		6	1	4	5

The above estimate is frankly an approximation and, of course, subject to criticism. Mr. E. J. Loring, Ordnance Engineer, has, however, made a much more exhaustive and a more scientific mathematical analysis of this subject and arrived at exactly the same percentages given in the above table for the center of impact on the target. As Loring's was done independently and without guidance as to methods by myself, I believe that the agreement between results obtained indicates that these results are worthy of consideration.

Loring has also calculated the probability of obtaining casualties, based on the percentages of hypothetical hits actually obtained in the tests at Fort Tilden. He has calculated these probabilities both on the Ordnance Department figures and on the Air Service figures as to destructive hits and divided the period of training into two parts—that period before August 1, 1925, and that after August 1, as we have a marked improvement in the results obtained after August 1, due to training and material. The calculated probabilities of destructive or damaging hits that would have been obtained in the Fort Tilden tests if the sleeve target had been replaced by a DH4B airplane and the shrapnel ammunition had been replaced by H. E. shell are as follows:

	Based on Ordnance Department figures	Based on Air Service figures
Before August 1	.0128	.00805
After August 1	.0172	.01093

The Chairman: Have you any general conclusions to present to the Board, Major Simpson?

Major Simpson: I think there will be a great improvement in antiaircraft guns. Antiaircraft guns are a purely defensive weapon, and can never have the degree of improvement that the airplane will have. However, I believe it will be fully effective in its particular field.

The Chairman: And you feel that the art is rapidly advancing in the matter of antiaircraft effectiveness?

Major Simpson: I feel that the art is very rapidly advancing; that we are right on the threshold of getting very important improvements in the art.

Senator Bingham: Can you answer a hypothetical question of this sort: Supposing a squadron of 18 bombing planes, of the modern type, flying at an elevation of 15,000 feet, is approaching a definite target, like a 16-inch gun, or a ship of war, with two 1,100-pound bombs on each plane, or a total of 36 1,100-pound bombs; and supposing a 16-inch gun or warship to be protected by four modern antiaircraft guns; how many are statistics or facts on which to base an answer as to how many bombs could be dropped effectively?

Major Simpson: You have 90 percent of probability of getting six hits, either directly on the ship or within the danger space. But with a 16-inch gun it is a different problem. It presents a different area and is less vulnerable than a battleship, and you would have to figure that out on the actual size of the emplacement. It is a much more difficult job for a bomber to lay out a 16-inch gun than to lay out a battleship.

Senator Bingham: I should like to ask now whether in giving the answer of 90 percent of probable hits, of the probability of six hits, you took into account my question about the guns firing at the planes?

Major Simpson: I believe eight guns could ward off a single bombing formation attack. I think the status of antiaircraft will be exactly that of coast artillery—that air service or aerial attack will avoid places adequately defended by antiaircraft guns in the same way that a naval attack avoids properly defended coast defenses.

Representative Parker: You state that as your opinion even though so many of these airmen who have been before us have testified that they are not afraid of antiaircraft.

Major Simpson: Lieutenant Rath says the men who have testified are stunt flyers and pursuit men, who fly at high speed and are not bombers. They can do all sort of somersaults in the air, but they are not targets for the antiaircraft gun. And they are not a menace to the ground, except when they come down and make a ground attack. And in that case they are the proper target for machine guns, and they can with machine guns reasonably bring them down.

Rear Admiral Fletcher: In the hypothetical question that Senator Bingham put to you let me ask: How many of these 18 bombing planes would be disabled in the attack?

Major Simpson: With eight guns firing, on the basis of what they got at Fort Tilden, you should get a disabling hit for every 60 rounds fired. The actual rate of fire last summer was ten rounds per gun per minute, although the War Department desired them to get a rate of 15 rounds per gun per minute. Four guns firing one minute and 20 seconds will give you 60 rounds. That will produce one disabling hit. If the bombers are traveling at the rate of 80 miles an hour they would travel about a mile and a half in that time. It is merely a question of how far a bomber has to travel under fire. I think each battery would probably lay out at least one bomber. And there will be a certain incidental effect on other planes in formation by enlarging the size of the target by the dispersion of the rounds. I should say there would be at least one casualty out of each formation.

Rear Admiral Fletcher: That would be three casualties out of 18 bombers?

Major Simpson: Well, it would be two out of 18.

Rear Admiral Fletcher: One-ninth, or 11 percent?

Major Simpson: Yes, sir.

Senator Bingham: You took into consideration an altitude of 15,000 feet, and not 6,000 feet?

Major Simpson: No; I did not, Senator. I would not say that was proper. I give it on the analysis of what we actually got at 6,000 feet last summer at Fort Tilden, and we did no firing at 15,000 feet, so I cannot base it on 15,000 feet. That would be merely calculation.

Senator Bingham: You would assume the most modern military bomber that could carry a load such as I indicated, at 15,000 feet?

Major Simpson: Yes; and, of course, with your naval battleship, the Navy antiaircraft firing would not accomplish the same results that they do on land. They are firing from a moving platform, and they have the natural handicaps of firing from an unstable platform. They can get better results from a land platform than the naval antiaircraft batteries.

Senator Bingham: With regard to the tests at Aberdeen on this DH4 plane, is it true that after all the disabling hits had been made that an Air Service officer who was present, Lieutenant George, was willing to fly the plane away?

Major Simpson: I do not know as to that. I know that you could not have flown those planes, after all those disabling hits were made, because the engines stopped after firing those disabling hits and disabling rounds. We kept the engines running as long as we could, and had to stop them after that. In other words, a fragment hit the radiator, and practically immediately all the water left the radiator and was blown back over the fuselage.

#### EXAMINATION OF BRIG. GEN. FOX CONNER, ASSISTANT CHIEF OF STAFF FOR SUPPLY, UNITED STATES ARMY

Brigadier General Conner: Before reading my statement, sir, I should like to read a telegram which the Chief of Staff requests that the Board incorporate in its record. The telegram is from General E. L. King, who is commandant of the general service school of Fort Leavenworth. The telegram is as follows. It is addressed to the Chief of Staff, War Department.

"Notice by press Major Leslie MacDill states Air Service officers in charge of instructions at Leavenworth are under serious handicap and are not permitted to inculcate doctrines for consideration by students. Maj. W. C. Sherman senior instructor Air Service states MacDill statement incorrect and that he has met here a decidedly friendly attitude towards air matters, speaking for last year and this year."

General Conner here inserted statement summarized in preceding issue of the ARMY AND NAVY JOURNAL.

Representative Vinson: Mr. Madden said to carry out the Lassiter report it would cost approximately \$87,000,000. Now here is what General Patrick said:

"My own estimate of my Air Corps which I hope will come into being is that it will cost in the neighborhood of \$60,000,000 or possibly \$65,000,000 a year."

Brigadier General Conner: And my answer to that is, sir, that it cannot be done for that amount of money.

Representative Vinson: The Appropriations Committee worked out the costs with the Lassiter Board and said it was in the neighborhood of \$87,000,000.

Brigadier General Conner: Well, sir, they are a little bit short.

Representative Vinson: The War Department worked out the cost to put into effect the Lassiter Board report and figured it at \$90,000,000.

Brigadier General Conner: That is what my estimate is.

Representative Vinson: General Patrick estimates that it will cost \$60,000,000 to \$65,000,000.

Brigadier General Conner: Well, sir, it cannot be done. That will be demonstrated if you call for a break-down. There is no possibility of supporting the Lassiter Board program, of putting it into effect, on \$60,000,000 a year.

Representative Vinson: In the \$90,000,000 as far as you have gone you have not yet discussed cost for retirement.

Brigadier General Conner: No, sir; I have not included it. But the proportion which would be chargeable to the Air Service in the event that the Lassiter Board program is put into effect would be about 3½ millions of dollars. That does not take cognizance of the fact that the Air Service has a very much greater proportion of high ranking soldiers than any other service with the exception of the finance. Now as everyone knows, the soldiers who retire are not the private second-class, but are the high ranking men. So it would be something over 3½ millions. It does not take into account anything except money spent on the personnel in active service and the materiel.

The Chairman: General Conner, was the \$60,000,000 that was estimated by General Patrick in the original estimates made to you?

Brigadier General Conner: No, sir. As I say, Mr. Morrow, I am not criticizing General Patrick or anyone else; I am simply stating facts. My observation since I have been here, since the first of December, is that anyone who has a project that they want to carry out, realizing in a more or less indefinite way that money is very stringent just at present, always comes up with less than it is going to cost. It is not confined to any one service.

The Chairman: You do not admit the possibility of an Air Fleet flying over here, do you?

Brigadier General Conner: No, sir. It never has been done with bombs, and if it were done, the ships could bring the bombs over, but they would have to stay here, and it would only be one attack.

Major General Harbord: I would like to have some expression of opinion from you, as a soldier, from the soldier viewpoint, as to the diffi-

culty of cooperation in time of war between forces that are not trained together in time of peace, and even, to a certain extent, between those that have been trained together in time of peace.

**Brigadier General Conner:** You can not get efficient cooperation from troops until they have trained together. It is almost an impossibility. The cooperation between the Air Service and the ground troops is exceedingly difficult. The Air Service requires a great deal of training and cooperation with troops, and a great deal of experience before it is of very great assistance to the ground troops. There are always accidents that happen. We have many cases which brought that out.

**Representative Vinson:** In your very able paper you say this:

"As far as materiel goes there is no other insuperable difficulty in having as many planes as may be desired; it is purely a question of money."

**Brigadier General Conner:** I think I am correct in saying that the office of the Assistant Secretary does feel that there should be some lessening of the restrictions as to awarding contracts to the lowest bidder. That may increase the expense for a few years, but one great problem of cost, as I see it, is getting the aircraft industry on a solid basis. That, with the increase in the use of planes for semi-commercial purposes, will assist very much, and anything that will assist the aircraft industry to get on a solid basis will eventually reduce the cost of planes.

**Representative Vinson:** What prompted my question was the statement made by a witness on yesterday in regard to how the money is spent. He said \* \* \* "the money that has been spent in that way in the industry since the Armistice is less than one per cent of the money appropriated by Congress."

**Brigadier General Conner:** Of course, the money has gone into a good many things, the development of our flying fields and all that kind of thing. The Chief of the Air Service is required by law to spend not less than \$6,550,000 for the purchase of new aircraft, which is simply an indication of what was believed at that time, the time that that was enacted into law, he should put into new aircraft. He is actually proposing to put considerably more than that into new aircraft, and I believe, so far as I have gone into it, that the Chief of Air Service is spending his money very well. I think perhaps a point could be made that we have more training planes that are necessary, as compared with what the other countries have in the way of training planes, that proportionately we have a very large number of training planes, but, of course, there are problems involved in the training of these reserve officers, many of whom were aviators in France, so that there is room for a great difference of opinion on that.

#### EXAMINATION OF MAJ. GEN. ROBERT C. DAVIS, THE ADJUTANT GENERAL OF THE ARMY

**Representative Vinson:** Was there much dissatisfaction among the junior officers in the Air Service when a Colonel of the Engineer Corps was transferred in the aviation branch, learned how to fly, and later on became chief of those who had served in the Aviation Corps a great deal longer than he who became Chief of the Air Service?

**Major General Davis:** As far as I know there was not. In individual cases at the beginning, perhaps there may have been.

**The Chairman:** But it was cured by the very remarkable fact of a man of his age learning to fly and participating in their work?

**Major General Davis:** Undoubtedly. I think General Patrick is particularly popular with his branch of the Service.

**The Chairman:** How many applications have been made by captains or officers ranking higher than captains for transfer to the Air Service since January 1, 1923?

**Major General Davis:** There have been a decreasing number.

**Senator Bingham:** How many officers of the grade of captain or above have come newly into the Air Service since 1920 who were not detailed to it previously?

**Major General Davis:** Every officer above the grade of captain in the Air Service today came originally from another arm of the Service. Some of those officers had flying experience during the World War, and some had not.

**The Chairman:** Would the Air Service be considered so attractive to the highest grade of officers in the other lines that you could reasonably expect applications for transfer if the policy was in operation that after proper examination and qualifying as flyers they would be welcomed into the Air Service.

**Major General Davis:** In my opinion, undoubtedly, sir. I think there is absolutely no question about the fact that the present vacancies could be filled by the detail and transfer system; by detail, with the understanding that if they did not qualify within a year they would be returned to their own branch, but if they did they would go into the Air Service if they desired. And if they did not qualify as flyers, taking advantage of the law authorizing 10 percent of non-flyers in the Air Service, they might keep the men in who were not successful in qualifying.

**The Chairman:** And you think you could get officers of the highest professional attainments to make application for service in the Air Service?

**Major General Davis:** Without any question, sir.

**Senator Bingham:** In that paragraph, where you say that this system has unified the Army and cemented the various arms into efficient teams, do you include the Air Service in that statement of the various branches?

**Major General Davis:** I do.

**The Chairman:** I had in mind the testimony that has been put in that the efficiency of the Air Service is very much hurt by having majors doing brigadier generals' work or captains doing colonels' work, and when they are in that capacity in conjunction with officers in other arms of the Service the air views are not effectively presented because of the junior rank of the men charged with these very important tasks.

**Major General Davis:** I think, speaking generally, especially in connection with organization duties, that it is much better and makes for better efficiency to have a colonel in a colonel's job, major in a major's job, and captains in captains' jobs. But having had many conferences in both the War Department and out of the War Department, I do not think rank enters into it.

**The Chairman:** Is it now possible under the legislation in use in the War Department to give a captain in the Air Force temporary rank with pay of a colonel that is doing a colonel's work?

**Major General Davis:** No, sir. The temporary pay for performing the duties of a higher grade is only permissible under the law in action, in commanding. During the World War.

**Senator Bingham:** There was a case, if I recollect, of an assistant chief of staff who had the rank of brigadier general and lost that rank on being detailed to that position.

**Major General Davis:** In that particular case you probably refer to General Mitchell. He had not enough service to retire.

**Mr. Coffin:** General, I assume that you feel that it is just as important in the long run for the benefit of the Service that officers shall be transferred from the Air Service into other branches of the Service as it is that they be transferred to the Air Service as a matter of teamwork?

**Major General Davis:** I think it is a very excellent principle, and it is one which we have adopted in the Service, of a man serving in as many branches as possible. I think myself eventually, while this is not within

my province as an administrative officer I believe eventually that the time will come when officers graduating into the Service will be given the opportunity in the junior grades to serve in all arms, thereby getting the viewpoint of the different arms and undoubtedly being very much more helpful in the whole team.

**Mr. Coffin:** If the Air Service transfers officers into other branches of the Army, it will sooner or later lead to a very much better understanding of the Air Service?

**Major General Davis:** It will be very helpful. For instance, an Air Service officer being put into the Artillery will be helpful to the Artillery, because he will know what they may expect of the Air Service. The same way with the Infantry, and the same way when the man from the Infantry goes into the Artillery and then the Air Service; he brings into it the viewpoint of the other arm.

**The Chairman:** When Admiral Moffett was before us one of the recommendations then was that this board settled the question of flight pay. Admiral Moffett assumed that he considered it unsettled by all of the recent discussions. This statement of yours is that the War Department has never questioned the extra pay that the Air Service men receive?

**Major General Davis:** They have never questioned it with a view of having it discontinued. There has been discussion as to whether or not that is the best way of compensating for the hazards of flying, and I believe that there are several opinions.

For instance, I have heard some say that no matter whether a man is a major general or second lieutenant, the amount he should get for flying should be the same. I have heard others say that they did not think it would be advisable to give the flyer an increased insurance. There have been discussions as to the best way of compensating the flyer for the additional hazards that he takes, but I do not think the Department has ever questioned the fact that something should be given to him.

**Senator Bingham:** General, are you quite sure that the War Department has never questioned the desirability of the principle of increased pay for flying?

**Major General Davis:** As far as I have been able to find out; yes, sir.

**Senator Bingham:** Were you in Washington on duty in the War Department in the fall of 1917?

**Major General Davis:** In the fall of 1917 I was in France.

**Senator Bingham:** Had you been here at that time, General, I think you would not have made that statement.

**Major General Davis:** Part of my paper is based on what I found out from the records. I had to base things in the past entirely from the records. I was unable to find anything of that kind. It may be I did not look at the right record. But I believe that it is a fair statement then to say that the War Department at this time, now, does not question the increased compensation for flying.

**The Chairman:** In view of the importance of having airmen, trained airmen, available for General Staff duty, and the difficulty of getting them to the present time because under the existing rule men must have gone to both Fort Leavenworth and the War College, do you think any exception could be made with reference to the training of airmen in determining eligibility to the General Staff?

**Major General Davis:** The General Staff then, in passing on these questions, do just as you gentlemen do. You have officers come up here before you and present as technical men questions as to personnel, materiel, for or against, and you weigh these things and finally arrive at a conclusion. Therefore, I mean for that reason not to increase necessarily the number of men for duty on the General Staff on that particular thing, because on the War Department General Staff you can get the men. Now if you have men that are immediately available that might be helpful, but I do not believe it is a necessity.

For instance, if it was determined that it was necessary to have more Air Service officers, officers with technical knowledge of the Air Service, on the General Staff, majors and captains, not above that, but majors and captains that could be detailed acting General Staff officers, but not above the grade of major or captain. The law provides for that at this time.

**The Chairman:** Do you know whether that has been done or not?

**Major General Davis:** I think, as a matter of fact, there is one captain on the General Staff now who is detailed there in the Operations Division.

**Major General Harbord:** General, is it true or is it not true that in times past bureau chiefs or chiefs of arms have objected to having General Staff officers detailed from their own arms passing upon their peculiar projects because of the fact that they said it put a junior officer in the position of reviewing the action of his proper chief?

**Major General Davis:** I think that depends a good deal on the chief, on the personality of the man; but I think that objection has been made in the past.

**Major General Harbord:** General Patrick said, in substance, that the General Staff has not confined itself to laying down policies, but instead has been an operating agency, adding to that that he found himself obliged to send every one of his training schedules to be gone over by the General Staff, that frankly knows nothing about it.

A similar statement was made by General Haggard about the General Staff absorbing the operating functions of the Quartermaster and other Staff departments.

**Major General Davis:** As Adjutant General of the Army I have had opportunity, even more so than the Chief of Staff, to see the output of the General Staff, and I do not think any man, sitting in my position and seeing the functioning of the General Staff, could do so without being impressed with its efficiency. I do not believe that the General Staff has improperly interfered with any of the branches, and I think that they are laying down broad principles and policies. I know of past history wherein difficulties existed between the Adjutant General's Department and the General Staff. But now, due to the fact that the General Staff is functioning as prescribed by law, there are no difficulties between the General Staff and my department, but only the closest cooperation. I think if there is one department or branch in the whole War Department where there would be a tendency to interfere it would be in the Adjutant General's Department. I think that everyone should be proud of the General Staff that we have in the War Department today. I hold no personal brief for them but, sitting in my position and seeing their functioning, I think it is only just and proper that I should make that statement.

**Major General Harbord:** Is there as equally strong grounds for extra pay for an aviator in time of war as in time of peace, considering that all officers in time of war incur unusual risk?

**The Chairman:** Would you consider the inequity in the case of Lieutenant Wade, and other men, perhaps, in his class, so great that Congress would be justified in putting those men on the lineal list from the date of their entrance into the training camp, say, even though that involved carrying them as extra numbers, so that it would not do injustice to anybody else?

**Major General Davis:** I do not think it could possibly be done without doing injustice to somebody else, because every one of those other men who had claims would immediately say that they should be put on as an extra number in order that they would get promotion, and they would be stepping over the other men. Now, promotion is a very delicate subject; it is a very hard thing to explain; it is a very sensitive thing. The commissioned man that gets promotion out of his prescribed order always causes trouble, and I think it would operate against the officers in the Air Service and create feeling against them, and therefore I think it would be inadvisable.

**Mr. Denison:** Under your plan, if a colonel of Infantry were detailed to the Air Service and sent to the flying school to see if he could learn to fly,

and the flying school was in command of a major of Air Service, would there be any embarrassment caused?

**Major General Davis:** Not at all. He would go there as a student officer and would go there under the command. As a matter of fact, he would likely be sent to a place where they had a colonel, but he would go there as a student officer.

**Representative Parker:** You must have a selected class from a physical standpoint out of which to make officers?

**Major General Davis:** The physical qualifications are different than those for the average officer, that is true.

**Representative Parker:** Then I can not see how you can get away from the theory of a corps or a separate promotion list. It practically is the same thing, because under your theory you always have men at the top practically, and it would be almost impossible for men to come up from the bottom and never get to the top in the aviation service.

**Major General Davis:** Why any more so than in other branches, such as the Infantry, the Cavalry, the Field Artillery, and so forth?

**Representative Parker:** The airman wants to be at the head of the Air Service. I am not speaking now of men who come in this year, but, say, 20 years from now. He goes in and he goes through the various grades, but he cannot get to the top.

**Major General Davis:** Why isn't it the same as it is with the Infantry? He is a member of a combat service. He is eligible for appointment as general officer and eligible for appointment as head of a branch, exactly the same.

**Representative Parker:** That is true, but he hasn't the same chance to get to the head of his particular branch in which he specializes.

**Major General Davis:** Oh, he has just the same chance. Take the field artilleryman. Every officer in the Field Artillery would like to be Chief of Field Artillery. Of course, they all won't be; but, somebody will be. Nobody can tell. On the other hand, he has another outlet in that he may be selected to be a general officer of the line.

**Representative Parker:** In order to arrive at a condition where a man in command of the Air Force will be a flyer it will be pretty hard to get up from the bottom, will it not?

**Major General Davis:** Yes; and probably always will be.

**Representative Parker:** It seems to me that under your scheme the chances of a man getting there are very slim. He may become a general of some other line, but not of that line.

**Major General Davis:** Practically every man you have today—I won't say practically every man, but practically every man in the Air Service is a line officer; you are creating a new branch, you know. Now, as time goes on, after you have created the new branch there may be changes. The whole thing is being specialized, and there will be transfers in and out, as undoubtedly there always will be, due to the fact that a man will become worn out as a flyer, or because they do not care to take the risk any more, and there will always be transfers between the branches. Therefore, as time goes on men will be coming in and coming up from the bottom, and the transfers in and out will only be normal. Today you have a situation where you have 22 vacancies in the grade of colonel, 44 in the grade of lieutenant colonel, and 78 in the grade of major. Now, in the other branches that were expanded or newly created, like the Chemical Warfare, what did they do? Naturally they had to do the same thing. When you create a new branch the future will take care of itself by the men coming up.

#### REPORT OF MAJOR WALSH, AIR SERVICE OBSERVER

Joint Army and Navy Problem No. 3 (attack and defense of the Hawaiian Islands), April 25 to April 27, 1925.

(Major Walsh's report is full description and explanation of the maneuvers.) Summarized, he says:

All recent joint Army and Navy maneuvers have forcibly brought out the fact that under modern conditions the fundamental phases of action in national defense are no longer limited to a sea-action phase and a land-action phase; there has been interjected in an air-action phase which must occur, in the normal case, after the sea-action phase and before the land-action phase. The first, or sea-action, phase (Hawaiian maneuvers) was eliminated from the problem. Our present concept of the resulting condition would have inferred that all that remained was the last, or land-action, phase, consisting of a battle action between the Blue Fleet and the Black land (ground) forces in the effort to seize and consolidate a land base for the disembarking of the Blue Marine Expeditionary Force to complete the phase by seizing and holding Pearl Harbor naval base.

The Blue commander in chief, however, recognized the existence of this new air-action phase very definitely in his plan of campaign. All of the action during the maneuvers except for the last few hours was taken up in the steps to secure or assure air superiority—the landing of expeditionary force was admittedly contingent on Blue air superiority. There was little disposition on the part of any of those present at the maneuver to minimize the part that air power must play in such a campaign.

In the critique which followed the problem there was expressed a most thorough appreciation of the necessity of such a step in any similar campaign on the part of all the high-ranking naval officers present; indeed, so unanimous was the agreement that there is danger that the application of the lesson may be forgotten through lack of the attention which would have been focused on it had there been any controversy.

The lesson learned must be applied, and to do so we must rebuild our national defense doctrine on three fundamentals as determined by tactical requirements, rather than, as at present, upon two fundamentals as determined by the administrative organizations involved—the Army and the Navy.

In the first, or sea-action, phase sea power may be conceded to be dominant at the present stage of air-power development, although sea power to continue to be effective must steadily increase the proportion of air to naval strength.

A proper doctrine would require that all sea power and land power effort during the second phase (in the case of the destruction of the fleet or its retirement within the theater in which air power has the dominant role) should be concentrated on making our air power most efficient.

The land power cooperation is, of course, less important than sea power during this phase. Army units should take over all protection, etc., of airdromes so that all qualified aircraft personnel can devote their time solely to air tactical and technical work. All lines of communications should be available to the air commander for a general priority.

If our air power is outnumbered too greatly to even secure a temporary or local air superiority over any important part of the enemy fleet, or our air power is defeated and greatly depleted by an adverse decision in air combat, the third or land action phase begins. In this phase a proper doctrine would require that all sea and air power effort should be concentrated on making land power most efficient.

The naval cooperation would take the form of an inshore service of security and information. Air power should join in this service as well as remaining on the alert to protect land elements from air attack and to observe and regulate artillery fire.

#### STATEMENT OF MAJ. H. H. ARNOLD, U. S. A., CHIEF OF THE INFORMATION DIVISION OF THE AIR SERVICE

**Major Arnold:** The first subject I will take up is the question of law. A witness (Captain Pye) came before your board and stated, quoting General Patrick, "The law prescribes that the Army Air Service must

constitute our land based air power, and that the Navy knows of no such law."

I call the committee's attention in this regard to the act approved June 5, 1920, which reads:

"That hereafter the Army Air Service shall control all operations from land bases, and Navy aviation shall have control of all air operations attached to the fleet, including shore stations whose maintenance is necessary for operation in connection with the fleet, for construction, experimentation and for the training of personnel."

That clearly defines in my opinion the functions of the two forces. I propose to show you that in the last war some distinct missions were carried out by an Air Force, and carried out only because of the existence of that Air Force.

It has been further stated that the present Army Air Service is organized along the lines of the French air service organization.

Witnesses have also stated that the present Air Service is as good, if not better, than the air service of any country in the world.

It is statements like these that make the Air Service officers believe that the witnesses who have appeared before you have either not got a proper conception of what the Air Force can do, or that they are basing their opinions entirely upon their experiences as division and corps commanders during the World War, in which they saw only Air Service units operating.

A few minutes ago you probably heard some noise outside. That was the noise of the Army's Air Force. You might call it the United States Air Force. And what does it consist of? It has got everything that we could gather together for these Air Force maneuvers—from the first pursuit group, the second bombardment group, the third attack group—a total of 35 airplanes.

Think of it! That is everything we could get together from all over the United States for the Army Air Force maneuvers.

**Senator Bingham:** In mentioning the number of planes as 35 you distinguish very specifically between an Army Air Force and an Army Air Service, do you not?

**Major Arnold:** Very specifically.

**The Chairman:** Major Arnold, this is quite an important matter and we really want to know what you mean. Did the United States Government order to Washington this afternoon for the maneuvers which have been conducted, all the planes that would have been available in the United States if Washington had been attacked this afternoon by a hostile power?

**Major Arnold:** We have planes in addition to these—pursuit planes, attack planes, bombardment planes—but they are on duty at our schools. They are on duty here, there and somewhere else, engaged on some other mission. So when we came to concentrate our Air Force these were all we could get together. You might be able in two or three days more to get some additional guns on planes, and so on; and in two weeks more you might get still more, and in a month you might get still more. But today these were all we could get together.

**The Chairman:** How much Infantry could you have gotten here today on a week's notice?

**Major Arnold:** I do not know, sir. That is outside of my province.

**Mr. Coffin:** Tell us what you could do in 30 days from today.

**Major Arnold:** The Air Force units of the Air Service are made up of the first pursuit group, the second bombardment group, the third attack group, the 39th Bombardment Squadron, Detachment 59th Service Squadron, and the Air Force units in Hawaii, Panama and the Philippines.

**The Chairman:** Your complaint is that the Air Service is spread out all over the country and is not under the Chief of the Air Service?

**Major Arnold:** Yes, sir.

**The Chairman:** You do not want to be quoted tomorrow all over the United States that this country has only 35 planes that could be used today in repelling an attack?

**Major Arnold:** I should not like to see it come out that we only have 35 planes; no, sir.

**Senator Bingham:** What you wish to emphasize is the difference between our fairly large Air Service, composed of several hundred planes—training, observation, bombardment, and so forth—and our very small striking force.

**Major Arnold:** Yes, sir; as you have probably noticed from the various witnesses, Army commanders would be very loath to give up their service or Air Force units. So it would be rather difficult to concentrate your Army command units into a striking force.

There was brought to my attention some time ago an analogy of the present organization of the Medical Corps and the proposed organization of General Patrick's Air Corps. While they are not exactly analogous, the principle running through them is the same; that is, so far as unity of command and control is concerned.

The Air Service proposition is a problem of a separate corps which is not materially different from the plan of the War Department after two armies come in contact. General Patrick said:

"When Air Force units are assigned to the Army they shall be under the Army command."

And that means exactly what it says, that they shall be under the Army's command for operation and supply. Unity of command is complete, and the commanding general in the field has these units under his control just the same as any other component parts of his command.

Now, there has been an awful lot about the morale of the rest of the Army, but very few of the witnesses have said anything about the morale of the Air Service.

You can't make Air Service officers in a day. He has got to learn additional things besides flying by airplanes.

But, now, let us look at the creation of an Air Force. Assuming that you want to create an Air Force tomorrow, where are you going to get your personnel? Take all the regular Army officers in the Air Service and put them in? They can not go out and act as an Air Force now, because they are not trained. They are not trained in the cooperation of one arm with another. So you will lose three or four weeks to train your officers. Yes, and then you have your reserve officers, and they will take longer to train than the regular officers; and then you have your enormous body of civilians straight from the country.

But now you have not started. You haven't any force or planes to fly. Where are you going to get planes? It would take a considerable time over a year before production would meet our requirements.

In observation planes, the story is a little different, because that is a different problem. It would meet the requirements sooner. In bombardment planes you would not meet production requirements for well over a year.

Now, I want to bring out that anti-aircraft does not stop bombing raids when there is a chance to get through a bomb to their point.

**The Chairman:** I was anxious, Major, to hear you on the general question as to what you would propose as to the way to fill these high offices, the offices of the highest rank in the Air Service.

**Major Arnold:** My thought on that matter would be there are certain positions in the higher ranks, for instance, in the Supply Department in the corps, and in the Medical Department, and in the Judge Advocate General's Department if you had such a thing, and in the Adjutant General's Department, if you had such a thing—where you could transfer

officers from other branches and put them in there from non-flying positions, and they could carry on the work efficiently without detriment to the flying men underneath them.

The big thing is now we have gotten used to the present organization. We have got an efficient Air Service such as it is, and we are getting a good machine, maybe the best machine in the world. We can produce the best in the world. Our accident rate is low, probably the lowest in the world. If you bring in an influx of the higher ranking officers I am not so sure that same rate of efficiency will continue. I know that you will lose morale amongst the younger officers.

The Chairman: Would a combination of the two plans be practicable, making some promotions, if there was a promotion list, and some transfers if there were men enthusiastic enough to want to fly?

Major Arnold: I would be against any transfers myself. I have always been in favor of taking the Air Service officers in at the bottom and teaching them on up through, and when they get to the top they understand it as Air Service officers.

Representative Vinson: Even filling the vacancies one-tenth every year, then you would always have a shortage in the higher offices for ten years?

Major Arnold: You would have a shortage for ten years.

#### STATEMENT OF CAPT. WILLIAM A. FRYE, AIR SERVICE RESERVE, AND LIEUT. DEAN FARRAN, AIR SERVICE RESERVE

It is perfectly obvious that the problem of keeping the Army Air Service reserve in training is a totally different job from that of the other services. The need for constant training as compared with the 15 day period for line branches should also be perfectly obvious.

The accomplishments of the present method can be placed under three heads:

First, the formation of paper organizations of officers who held reserve commissions, regardless of amount of experience, changing addresses or desire to be of service.

Second, the solving by refresher courses in 1918 training type planes of many reserve officers. This has revived great interest in the reserve as is evidenced by the attendance at 1925 camps.

Third, the conversion of paper organizations to active units in rare cases. The 322nd pursuit group at Clover Field is an exceptional example. This sort of activity have been a near ending process of elimination and substitution where officers have dropped out through changing address and losing hope as well as interest.

Opposed to the above accomplishments are the drawbacks to the present training methods.

The paper organizations are practically useless because of constant changing of address, inability of officers to take the necessary time for the reserve and the lack of interest of many officers due to lack of incentive.

The refresher courses are of little value in most cases because the officers have no facilities placed at their disposal to carry on the benefits which they received during the ensuing year.

The lack of precedent for the various executive officers has been a tremendous handicap.

The lack of reserve viewpoint of most executive officers has been the direct cause of many officers who would and could be active losing interest after assuming training. The lack of proper approach beforehand has been the direct cause of many formerly competent officers relinquishing their reserve commissions.

The lack of incentive to reserve officers to devote adequate time to the training problem has been the most serious condition of all. They receive no pay except at camps. The lack of promotion, the lack of proper rank in positions where rank is necessary, the constant expense to the reserve officers in the matter of transportation, uniforms, expenses of cross-country trips, regulations tending to destroy initiative and responsibility are all the subject of discussion and directly result in loss of interest.

One of the most serious problems confronting the Air Service reserve is the lack of provision for adequately filling the vacancies which arise as the present personnel, from various causes, diminishes. Admittedly a young man's game, it is clear that business responsibilities, family opposition, failure to pass the physical examination, and so forth, will thin the rolls of the Air Service reserve as the present officers advance in age.

The available material for such replacements, at the present time, is practically limited to graduates of the Brooks-Kelly School. Even if this source of supply were a complete success from the standpoint of a proper understanding of the needs of the reserve, which it is not, it would still be entirely inadequate numerically. At present, comparatively few graduates of the schools are at all active in reserve affairs.

In view of the above fact, it seems apparent to us that there is need of radical revision in the training methods of the Air Service reserve. Our conception of the most effective way this could be done is the appointment of a board of officers to visit all reserve centers in the United States, and to meet with, wherever possible, reserve officers and former air service officers who are not reserve officers, but should be, to study the problem from both psychological as well as material angles.

#### STATEMENT OF CAPTAIN JOHNSON, U. S. N.

Chairman Morrow presented a thorough and forceful statement prepared by Capt. A. W. Johnson, Assistant Chief of Bureau of Aeronautics, closing with these conclusions:

Until airplanes, loaded with bombs, can fly back and forth with impunity across the Atlantic or Pacific Oceans, as they can now do across the English Channel and other inland seas, the problem of coast defense against hostile air raids will remain a much simpler one for the United States than it is for European powers.

A strong navy, composed of all types of craft—submarines, air and surface craft, balanced in numbers, and coordinated in action to insure mutual support, provides the most effective means of repelling overseas attacks and of protecting shipping on the seas. A navy that is strong enough to protect shipping on the high seas certainly can effectively control it along the home coast lines.

If we were to assign exclusively to the Army Air Service the duty of protecting the coastal sea lanes within flying radius of the shore bases, it would still be necessary for the Navy to protect the sea lanes beyond the range of aircraft. There would have to be an imaginary boundary line on the surface of the sea, on one side of which the Army, and on the other side of which the Navy would be responsible. The bordering area would probably develop into a "no man's sea," over which neither service would claim responsibility. Aircraft, unsupported by seacraft, could never perform efficiently the work required of a naval coast defense force in time of war, no matter how great their flying range. The natural line of demarcation is the shore line, and the natural service for work beyond this line is the Navy. Our Navy, with its aircraft, its submarines and surface vessels of all types, and its complete intelligence and communication system, is amalgamated into an efficient and well-balanced organization to do all work from shore line to shore line. The Army Air Service is by nature incapable of doing the Navy's work.

When submarines were first introduced in our Navy there was some discussion as to whether they should be placed under the Army or under the Navy. Now, aviation has become an important and integral arm of the Army and of the Navy. It has supplemented other weapons of both services, but has not supplanted any of them. It has not changed the relation between the Army and the Navy. The Navy has its duties in connection with coast defense which are naval in character, and the Army has its own characteristic duties.

To restrict the Navy in the choice of its weapons or in the facilities for operating them would deprive the Navy of the full play of its power to meet all of its responsibilities. To turn over coastal patrol, or the control of shipping in our coastal sea lanes, now a responsibility of the Navy, to the Army Air Service would duplicate existing functions of the Navy, would confuse the entire problem of coast defense, and would weaken Army aviation by diverting it from other important missions.

#### STATEMENT OF MAJ. H. H. ARNOLD, U. S. A. (RESUMED)

Major Arnold reiterated the views hitherto expressed and continued:

My concrete recommendations are a change in organization that will permit of the development of an Air Force that can take its proper place in the military offense and defense of the United States; the proper development of such an Air Force under the control of officers who understand the activities and functions of these operating units so that it will not be subject to the present, in my opinion, doctrines of the Army and Navy which are stopping its development; a comprehensive and economical plan of development, formulated and followed so that the maximum of efficiency and economy can be obtained from all air operations; a plan of development covering a period of years for airplanes and equipment so that the designers and builders of the country can know what will be expected in the future and can make preparations now accordingly to meet them, thereby saving the country millions of dollars and also furnishing a means whereby our air strength will be gradually built up until it reaches the size that it should be; the development of commercial aviation so as to secure to the American people the maximum rapid transportation that it should receive and at the same time make an adequate reserve for the regular established units; the development of training schedules and schemes which will insure that the machine will be properly trained, organized and equipped and susceptible of giving to the country at large the protection that they should have in the event of any emergency that may be contemplated and capable of meeting any attacks which may be directed against us.

Senator Bingham: Do you think the striking force of airplane bombs is as effective as big gun fire?

Major Arnold: I have some figures here which I have received that show that during the battle of Jutland the Germans fired 3,596 large caliber shells and only made 150 hits, an average of 4.1 percent of hits. The British fired 4,543 large caliber shells and made 110 hits, only 2.1 percent of hits. Our bombing of the moving target at Langley Field averaged about 24 percent of hits.

Senator Bingham: Have you any comparative figures on casualties in the American Air Services of the Army and Navy?

Major Arnold: I have figures that show that the Army had 150,322 flying hours last year against the Navy's 63,971; that the Army had a total of 37 fatalities against the Navy's 34; that the Army had an average of 3,000 hours per fatality against the Navy's 1,800 hours per fatality.

Senator Bingham: Major, what opinion would you have of a scheme to be adopted by the Army similar to the one recently adopted by the Navy with regard to the Academy, of attempting to teach all officers to fly?

Major Arnold: I do not think it is worth fooling with.

Senator Bingham: In case a separate Air Service were not feasible, would you believe that it might solve a great many of the troubles of the Air Service if a new Assistant Secretary of War were created?

Major Arnold: It would not be the ultimate solution by any means, but it would be a step in the right direction.

#### STATEMENT OF COMDR. JOHN H. TOWERS, U. S. N., MEMBER OF THE BOARD OF INQUIRY OF THE SHENANDOAH

Commander Towers stated he learned to fly in 1911, was one of the first three naval officers to learn to fly, has been on aviation duty since, and was commander of one of the seaplanes that flew to the Azores.

The present situation in regard to control of personnel is not dissimilar to that which existed during the early stages of the war. I believe the difficulty is almost entirely in the Department, although its effects extend out into the Fleets and the Air Stations; and further I believe that regardless of the merits of the case, the personnel in aviation put almost the entire blame for their grievances, real and imaginary, on the Bureau of Navigation. It is not so much what that Bureau has done, as it is what it can do, or what it may do.

There is also a distinct feeling of disquiet in the Bureau of Aeronautics itself. Officers seem to feel that the Bureau is in a position of being burdened with complete responsibility without complete authority.

While I personally do not believe that the present system of control of aviation personnel in the Navy is particularly good, it is more or less the system that applies to other specialized activities and it can be made to work in peace time. It is, however, a system which depends for efficient and smooth working upon a very great measure of good will on all sides and that is not always a sound foundation to build upon. I do not believe it will work under stress of a great war and therefore I believe that some change should be made.

The Navy, if it proposes to keep up with world progress, is committed to a policy of extensive development of aviation. That this is realized is shown to a certain extent by the program which has been drawn up and approved. A study of that plan brings one abruptly face to face with the fact that several things must be straightened out before much can be done toward carrying out the plan, and some broad policies must be laid down, possibly involving passage of some new legislation.

None of the plans to accomplish these purposes appear to me to be sufficiently complete to be regarded as anything more than a presentation of skeleton ideas. Analyses of the plans indicate almost uniform desire for a form of corps, with full control of personnel by the Bureau of Aeronautics, in the cases of those prepared by officers in aviation—an almost uniform desire to preserve more or less the status quo in the cases of those prepared by officers outside of aviation.

It therefore appears to me that the proper course must lie somewhere between the two positions. From an aviator's point of view, I see the advantage of a corps. It would undoubtedly work well within itself. But how well would a corps work with the rest of the Navy. I have grave misgivings. I am firmly convinced that aviation must remain an integral part of the main fighting organization of the Navy, and that is the line. I think the first step is to put the house in order; viz, straighten out difficulties in the Navy Department, principally between the Bureau of Aeronautics and the Bureau of Navigation.

The next step is to untangle the snarl existing in regard to officers already in aviation.

The next step is to provide for the influx of officers required to carry out the program. I believe that the Whiting plan gives a basis upon which to operate, but I do not entirely concur in the premises upon which that plan is based in regard to the number of officers required at the beginning or the lengths of the periods of training.

I concur with navigation that a considerable percentage of enlisted pilots is necessary and go further to say that it is desirable, but I do not concur in anything like so great a percentage as navigation indicates in its endorsement on Bureau of Aeronautics Personnel Board Report.

I further recommend that a limited number of university graduates be given commissions as ensigns in the Reserve Force and called to active duty. Officers already in the Reserve Force should be given first opportunity to take advantage of this scheme. It offers one great advantage of cheapness, and another of building up a thoroughly trained reserve.

The shortage of senior officers is serious from an administrative point of view. It can be relieved in three ways—(1) assignment of a considerable number of additional senior officers to aviation duty; (2) advancement, temporarily or permanently, of a considerable number of the aviation officers of lower grades; (3) a combination of the two.

(1) would be bad, as it would practically deliver aviation into the hands of officers who know little about it. I believe further that it would result in impeding the progress of aviation development. (2) is probably too radical to be considered. (3) is to my mind a reasonable solution.

I recommend that those naval constructors who so desire be given an examination for line duties and if found qualified be transferred to the line; that those of the rank of commander and above, who are aviators and fail to qualify for line be made extra numbers in Construction Corps, at their own request, to protect their futures; and that those of lower rank who fail to qualify preserve present status.

I would apply the same methods to officers of engineering duty only status.

In closing, I would like to say that I am opposed to a United Air Service which would include naval aviation, and that I am strongly in favor of commercial aviation being placed under a non-military department of the Government, preferably the Department of Commerce.

The Chairman: Do you feel that this country is in any immediate danger from any known airplanes that exist in the world today?

Commander Towers: Not in the slightest degree.

I could give you a great many objections to a plan for a united Air Force, sir; but it is a proposition that is so fundamentally unsound I had not even prepared any argument on it.

In Europe the nations think they need a defensive air force. They think they need an offensive air force to strike first, perhaps. But the arguments that apply to the Royal Air Force in England do not apply to an air force in this country, due to our geographical position.

The Chairman: You feel that the present system is somewhat defective in that aviation is not, perhaps, fully recognized as a necessary specialty which a man can go into in order to improve his general qualities as commander of a battleship, and if he gets into it to such an extent that perhaps the high command of the Navy look upon him as a specialist unfitted for command of a ship, instead of recognizing that as a specialty it contributes to his ability to command?

Commander Towers: I not only believe it, sir, but I know it. I have had it applied in my own particular case. I have been refused command of a ship on the—well, at least despite the recommendation of my immediate commanding officer, and certainly of the chief of staff of the fleet.

Mr. Durand: Looking forward to your continued career in the Navy, would you rather go along as a regular number, or an extra number?

Commander Towers: I would rather go along as a regular number. I have spent over 23 years in the Navy, and I do not like the idea of being an extra number. But unless some steps are taken—drastic action is taken—I may have to support that policy to save what is left.

#### STATEMENT OF COMDR. J. C. HUNSAKER, CORPS OF NAVAL CONSTRUCTORS, UNITED STATES NAVY

Commander Hunsaker stated he is at present assistant naval attaché for design and construction work at London, Paris, Berlin, Rome, and The Hague.

Commander Hunsaker: The relative strength of the United States, based on numbers of flyers (compared with foreign powers), is about two in a scale of four. There is one country has four, and two countries have one. That is a method of making a comparison.

It appears that on the number of planes, without regard to size, the planes of the Army and Navy lumped, the United States has a strength of two, and the most powerful country has a strength of five.

On the scale of one to five I would list the United States in technical excellence has five, and the others going on down four, three, two, one.

Dealing with things this year, 1925, we are about in the middle of the list. In five years, if we keep our lead in quality—and we have the manufacturing facilities for numbers to any degree you like—why, then, we can have any Air Force we like. It is just a matter of money and a certain amount of time.

In speaking of quality, we compare favorably at the present time per fatality per 10,000 miles flown with other countries. Some years we have been worse, but the last three years we have been better.

I think we may safely say that there is no aircraft abroad that has any marked superiority in performance to American types. There are some superior in one feature, and some in others. There are some as good as ours, and some a little better. Whether a type is a little better depends on how much money and time has been spent on it. I expect no big surprise from anything that has been developed in a foreign country.

So that I would conclude from that that the ability of a foreign power to attack the United States by air can be estimated from our ability to attack that foreign power, that his navy is not going to be very different from ours. Today and for the immediate future such an attack unsupported seems to be out of the question.

The Chairman: What would you say, Commander, as to the practicability of the present and the possibility in the immediate future so far as you see it, of long-distance bombing?

Commander Hunsaker: In the Bureau of Aeronautics calculations have been made which indicate that the maximum radius at the present time is about 4,000 miles for a stunt without any bombs and without any wind. The wind must not blow when you make this flight. So I would reduce that to 3,000 miles to allow for ordinary wind and weather. No load beyond your fuel and yourself, allowing for wind and weather. That is a paper performance of 4,000 miles. Let us hope that he can actually make this troubled air that is over us 3,000 miles. I think that is fair estimate, to take a quarter off. If you had the ordinary constructors and put a good force on the job they would get you out a plane in the next year or two that could carry a 2,000-pound bomb about 800 miles and drop it and get back.

That 800 miles I would reduce to 600 to give the aviator a chance to get home again, allowing for wind and weather. So it is a 600-mile-out-and-back trip that seems to be the maximum radius. No such machine exists today, and no machine will exist unless someone is willing to pay for it and put the devotion and brains and some genius in it. It would be a hard job.

Mr. Durand: In a general way, speaking of foreign affairs, what is the standing abroad of American aeronautical research and scientific development?

Commander Hunsaker: I think the standing is very high, sir. The National Advisory Committee for Aeronautics is surprisingly well known in the far-off corners. We are doing a great deal to bring up foreign aviation.

Mr. Durand: Will you indicate for the benefit of the committee the relation of the work of the Naval Aircraft Factory to the industry?

Commander Hunsaker: The Naval Aircraft Factory exists as an experimental and building establishment for the Navy Department. I can explain the Naval Aircraft Factory better by making reference to some of the testimony yesterday in which the manufacturers, I think, all agreed on the necessity for continuity in their orders. That is for the trade people. But such continuity can only come from the enunciation of a far-sighted and sound policy by the Navy Department as to what it wants. The policy has got to be far-sighted because it cannot be changed. You have got to hold to it. You must look ahead. It is a practical program of service development.

To enunciate the respective problems that the Navy wants solved requires the closest knowledge of the fleet's problem and an analysis of the fleet's experience and a knowledge also of the practical possibilities of the air. It does no good to the trade to hang up an impossible demand.

The Chairman: Recognizing that you attach importance to numbers of planes, do you consider that from your experience abroad you would rather be first in quality than first in either of those elements that you named.

Commander Hunsaker: For the United States, yes. We have no continental neighbor that we have to keep an eye on. We are in the position of being able to enjoy the leisure to develop quality.

The present problem as I see it is a problem of the line personnel. We have a traffic program created by the progress that has been made in the air, and the technical personnel in the Navy; that is, the scientific and research people, have been contented and enthusiastic and efficient until recently, but this personnel serving in the line now begins to hang them somewhat. As these people are in my opinion the foundation stone of the whole thing, they ought to be carefully handled and looked out for.

#### STATEMENT OF COMDR. KENNETH WHITING, U. S. N. (RESUMED)

Commander Whiting reiterated the views he has heretofore expressed, dwelling at length on the features of the Whiting plan. He continued:

I think the question of pay and rank is wrong. I think if the man is qualified to do these duties and has the responsibility of handling a squadron, he should get the pay and the rank, but I can see that everybody is opposed to that. I see no reason in denying them the privilege of high command eventually, because I foresee the day when the Navy will be at least 75 percent aircraft.

I agree with the Army Air Service and General Patrick, that if officers are to be taken in of these higher grades, say of major, lieutenant-colonel and colonel, they should be taken in the fewest numbers possible, only enough to tide over until the junior officers can work up to those grades.

I want the control of aviation under one head; the control of aviation training under one head. I do not want a corps. I do not want to take a star off a man's arm. He is a line officer and I want him to remain a line officer. The tendency in the Army is the same way.

I want control of personnel under one head so that he will be responsible for it, and so that he will have the personnel ratings that we want.

General Order No. 65 said we might recommend to the Bureau of Navigation in matters of training. It does not say the Bureau of Navigation must recommend to us, and they do not do it. They got up their plan, submitted it to the Secretary without ever telling us boo about it, and are quite delighted we do not know anything about it.

Now, on the question of training at the Naval Academy. Would you believe me if I told you the whole thing was put in the Naval Academy without any reference to the Bureau of Aeronautics and was purposely kept from the Bureau of Aeronautics? That, to me, was the greatest insult to every aviator, alive and dead, that has been done by the Navy. If that sort of stuff can be continued, I think we need to have the training transferred to the Bureau of Aeronautics. I have tried to be loyal, and I have tried not to bring my family rows out before the public, but that thing finished me.

Aviation in the Navy must be developed, and you gentlemen will no doubt give due weight to that fact, not forgetting that it will cost approximately \$120,000,000 to properly equip the Navy with the necessary stuff to go abroad. And then it is necessary to build up the personnel.

#### STATEMENT OF CAPT. GEORGE C. WESTERVELT, MGR., NAVAL AIRCRAFT FACTORY, PHILADELPHIA (RESUMED)

Captain Westervelt spoke of the close cooperation between the services and aircraft manufacturers, and continued:

Nobody realizes more keenly than we do the particular technical abilities of the designers in this country. We do not believe that they are surpassed by designers anywhere in the world. But, nevertheless, there are certain particular naval and military problems that their experience had not taught them to meet, and those problems must enter into the design of military ships, and in some types they enter therein to a greater degree than in other types.

It seems to me that in both the Army and the Navy there might be a fairly uniform organization for the handling of aeronautical matters.

If the Army were given its own promotion list, were given a definite representation in field officers, and a definite representation on the General Staff, it seems to me it might very largely solve their difficulty; just as in the Navy service if we had a corps arrangement like the Army had, if we had an Air Service like the Army has, and add to it its own inherent promotion list, and a certain group of flag officers, that that would solve the difficulties. And to me it also is the simplest thing that has been suggested.

These other plans are not simple. Even with as much as I know of the naval organization, I see an enormous difficulty in any attempt to cover by additional numbers, by legal provision, by advance in rank, to solve the problems as they exist.

#### STATEMENT OF LIEUT. A. J. WILLIAMS, U. S. NAVAL AIR STATION, ANACOSTIA, D. C., WHO HOLDS AIR SPEED RECORD

Lieutenant Williams: I will say that the pilot personnel attitude toward aviation is not so good. We are not satisfied. There is not a very healthy morale, if there is any morale at all. We do not know just where we stand. In fact, it has been only in the last couple of years, according to my observation, that aviation in the Navy has been considered an honorable profession.

Furthermore, it seems that every time aviation becomes contented, the old parent branches become very much discontented with it. But the moment we begin talking about leaving they seem to want us very badly.

Mr. Coffin: What do you think, Lieutenant Williams, about the limit of airplane speed in the future? How does it feel to travel at the rate of 300 miles an hour?

Lieutenant Williams: It is exhilarating. It is a wonderful sensation, not so much traveling past objects on the ground, but if you know your speed indicator is correct you get a thrill as it mounts up.

The future holds wonderful possibilities in straightway speed. You can just as easily go 300 or 400 miles an hour as you can go 265.

## THE VALUE OF THE MARINE CORPS

BY MAJ. GEN. JOHN A. LEJEUNE

(Special to the Navy Number of the Army and Navy Journal)

AS ONE of the Government officials directly in charge of handling the policy and general administration of the Marine Corps, I feel that that organization is responsible for the accomplishment of two broad missions: First, to make better citizens of the young men who enlist, and second, to improve them physically and train them in the duties required of the Marine Corps.

In accomplishing the task of making them better citizens, there is in operation a schedule which encourages mental development through a system of correspondence courses covering one hundred subjects. This system is in all respects similar to the correspondence courses offered by big institutes in civilian life. Men are assigned courses in accordance with their basic education and are advised subsequently which course to continue as a result of the progress shown in their preliminary work. This opportunity, together with personal maintenance plus their salary, is given free by the Marine Corps. In return for this, the Marine Corps asks that every man conduct himself properly and perform the duties assigned the Marine Corps.

In accomplishing the task of developing them physically, there is in operation a schedule which requires certain drills, instructions, physical tests and athletic competitions. These combined activities include work as well as play and are carried out with the idea of intermingling the two in such a fashion as to accomplish the end in an interesting way. This idea was settled upon in view of the fact that it was noted that the same policy has been adopted by civilian institutions whose mission is parallel to that of the Marine Corps. Steps have also been taken to indoctrinate young men with the spirit of patriotism so that in time of national need they will respond cheerfully. This course of indoctrination can only be accomplished through actual contact with men who are thoroughly patriotic, even to the point of the supreme sacrifice. It is also attained through the duty experiences which are gained while performing the calls of a Marine.

## NAVY DEPARTMENT ORDERS

(Continued from page 181)

Lts. M. S. Holloway to U.S.S. Relief; M. A. O'Connor to navy yard, Puget Sound, Wash.; Robert C. Warrack to Aircraft Sqdns., Battle Flt.

Lts. (j.g.) F. Akers to Aircraft Sqdns., Battle Flt.; W. P. Davis to Aircraft Sqdns., Sctg. Flt.; J. W. Harris to Aircraft Sqdns., Battle Flt.; R. F. Hickey, to Aircraft Sqdns., Battle Flt.

Lts. (j.g.) J. M. Hoskins to Aircraft Sqdns., Sctg. Flt.; M. Kernalde, to Aircraft Sqdns., Sctg. Flt.

Lts. (j.g.) P. W. Labright to U.S.S. Worden; H. F. MacComsey, to Aircraft Sqdns.; Battle Flt.; A. D. Nelson to Aircraft Sqdns., Sctg. Flt.; H. E. Regan to Aircraft Sqdns., Battle Flt.

Sns. R. E. Cofer to 16th Nav. Dist.; K. Earl to duty U.S.S. Hull; A. R. Nash to Aircraft Sqdns., Sctg. Flt.

Ens. W. Phelps and B. L. Rutt to 16th Nav. Dist.

Ens. J. E. M. Wood to Nav. Trng. Sta. N.O.B., Hampton Rds., Va.

Lt. (j.g.) J. M. Woodward (M.C.) to U.S.S. Maryland; Ens. A. D. Chandler to Rec. Bks., Hampton Rds., Va.

Ch. Bosn. G. C. Gittens, to U.S.S. Colorado; Bosn. M. C. McHenry to U.S.S. Partridge.

Guns. A. G. Aquatero to U.S.S. Idaho; C. H. Ripley to U.S.S. Quail; Ch. Carp. Harry W. Schomaker to navy yard, Mare Island, Calif.

October 23, 1925

Effective October 20, 1925

Comdr. R. P. McCullough to Coordinator, 2d Area, N. Y.; Lt. Comdr. J. P. Bowden to U.S.S. Arctic.

Lts. M. H. Eldridge to U.S.S. Preble; J. L. McCormick, Ret., to home.

Lts. P. M. Rhea to U.S.S. Camden; J. A. Terhune to U.S.S. New Mexico; Lt. (j.g.) C. M. Alverd to U.S.S. Reno.

Lts. (j.g.) M. M. Lindsay to U.S.S. Langley; H. T. Smith to U.S.S. Hannibal; W. F. Weidner to U.S.S. S-1.

Ens. H. R. Carson to U.S.S. West Virginia; J. C. Guillot to U.S.S. West Virginia; R. M. Scruggs to U.S.S. Farquhar; J. D. Shaw to U.S.S. Henshaw; Lt. Letcher Pittman (S.C.), upon settlement accts. det. from all duty, to U.S.S. Mississippi.

Lt. Comdr. H. C. Fischer (C.E.C.) to Naval Station, Guam; Ch. Bosn. J. O. Baldwin to continue treatment U.S.S. Relief.

Ch. Machs. P. H. Cassidy to navy yard, Portsmouth, N. H.; T. F. Morris to U.S.S. Arkansas; H. W. Price to U.S.S. Trenton.

Mach. C. R. Owen to navy yard, Charles-ton, S. C.

Effective October 21, 1925

Lt. Comdr. D. B. Beary to U.S.S. New Mexico; J. A. Lee to Hydrographic Office, Navy Department; J. G. Ware to U.S.S. Texas.

Lts. H. W. Bradbury to U.S.S. Gold Star; W. S. Cunningham to Aircraft Squadrons, Scouting Fleet; J. G. Poshepny (S.C.) to navy yard, Mare Island, Calif.

Lts. I. D. Spoonemore to Naval Station, Guam; J. B. Sykes to Aircraft Squadrons, Scouting Fleet.

Lts. (j.g.) R. A. Darron to Aircraft Squadrons, Battle Fleet; J. P. Heath and R. P. Kauffman to Aircraft Squadrons, Scouting Fleet; T. G. Murrell to U.S.S. Cincinnati; J. L. Pratt to Aircraft Squadrons, Scouting Fleet.

Ens. G. R. Growther to receiving barracks, Hampton Roads, Va.; M. E. A. Gouin to continue U.S.S. Shirk; J. K. Hyatt to U.S.S. New Mexico; C. A. Legg to U.S.S. Sinclair.

Lt. Comdr. D. H. Noble (M.C.) to continue duty U.S.S. Dobbin.

Lts. J. L. Shipley (M.C.) to Naval Hospital, Norfolk, Va.; R. F. Sledge (M.C.) to 16th Naval District.

Ch. Bosn. F. Jurgensen to continue treatment Naval Hospital, Newport, R. I.; Bosn. LeRoy B. Williams to U.S.S. New York.

## WAR DEPARTMENT ORDERS

(Continued from page 175)

tive duty Dec. 31, at Army War College, Washington, for training. (Oct. 20.)

S.O. 249, W.D., Oct. 21, 1925

Inspector General's Dept.—Maj. F. Babcock (C.A.C.) to 12th C.A., Fort Monroe, Va., on completing foreign service. Col. C. H. Conrad, Jr., to Inspector General's office, Washington, on completing foreign service. Maj. C. W. Thomas, Jr., to New York and sail Dec. 4 to Philippines for duty.

Capt. E. J. Riordan, Q.M.C., to duty N. Y. gen. intermediate depot, as assistant to Q.M. Supply Officer.

Maj. R. B. Shackelford, M.C., to New York and sail Jan. 21 to Canal Zone for duty. Capt. J. L. Boyd, D.C., to duty Walter Reed Hospital.

Cavalry—Capt. H. E. Featherstone to 13th Cav., Port D. A. Russell, Wyo., on completing foreign service. Maj. B. Y. Read to 12th Cav., Port Ringgold, Tex., on completing foreign service.

Maj. M. F. Harmon, Jr., A.S., to duty W.D. Gen. Staff, office of Chief of Staff, Washington, Oct. 17.

Leaves.—Leave granted 2d Lt. C. O. Moody, Inf., extended two months and 20 days. Leave granted Capt. H. S. Thomas, S.C., extended two months.

Wrnt. Officer J. Mahon to home to await retirement.

First Sgt. J. Campbell, 4th Cav., retired at Fort Meade, S. D. Mtr. Sgt. M. W. Bridgewater, D.E.M.L., retired at Port Leavenworth, Kans.

S.O. 250, W.D., Oct. 22, 1925

Lt. Col. D. P. Quinlan, J. A., to duty in office Chief Coordinator, Bureau of Budget, Washington, D. C.

Quartermaster Corps.—Lt. Col. B. Taylor to New York and sail Jan. 6 to Philippines for duty. Capt. J. L. Albright to duty Org. Res. 6th C. A., 85th Division, Detroit, Mich. Capt. M. W. Spotswood, to New York and sail Jan. 6 to Philippines for duty. Lt. Col. N. E. Wood to duty Fort Sam Houston, Tex., on completing foreign service. The following officers to duty indicated on completing foreign service: Capts. C. H. Greene, to Jeffersonville Q. M. Depot, Ind.; E. J. L. Russell, to Philadelphia Q. M. Depot; J. L. Alverson to Philadelphia Q. M. Depot, and 1st Lt. D. C. Watkins to Philadelphia Q. M. Depot. Capt. J. W. Mayben to Philadelphia for procurement planning duty.

Infantry.—First Lt. H. T. Morgan, to New York and sail Jan. 6 to Philippines for duty. Capt. C. H. Sears to New York and sail Jan. 21 to Panama for duty. Col. T. J. Powers to duty as coordinator Ninth Area, San Francisco.

First Lt. J. C. Hodgson, Inf., to Air Service Oct. 19. Resignation of Capt. W. E. Lewis, F.A., accepted Nov. 21.

The following enlisted men will be placed on retired list as indicated: Staff Sgt. A. Firmbach, Q. M. C., at Camp Holabird, Md. Staff Sgt. T. J. Owen, at Camp Holabird; Staff Sgt. C. Maynard, 6th Cav., at Fort Oglethorpe, Ga.; Mtr. Sgt. L. C. Thomas, 30th O. Co., at Camp Meade, Md.; Staff Sgt. M. F. Campa, M. D., at Letterman Hospital, Calif.; Staff Sgt. A. Desmond, 14th Brig., at Fort Omaha.

The promotion of following officers is announced:

Quartermaster Corps—J. P. Neu from 1st Lt. to Capt., Sept. 29.

W. H. Middleswart from 1st Lt. to Capt., Oct. 1.

Field Artillery—M. F. Wakefield from 2nd Lt. to 1st Lt., Sept. 26.

Coast Artillery Corps—W. B. Merritt from 2nd Lt. to 1st Lt., Sept. 29.

Infantry—C. S. Myers from 1st Lt. to Capt., Sept. 26.

F. W. Farrell from 2nd Lt. to 1st Lt., Sept. 29.

## Second Corps Area Champions



SIXTEENTH U. S. INFANTRY TEAM CAPTAINS, COACH AND MANAGER.—Left to right (standing): Cpl. J. E. Harris, baseball; Cpl. L. Willis, basketball; Lt. J. V. Grombach, athletic officer and coach; Sgt. C. E. Bell, team manager; Pvt. H. Aldridge, boxing. Kneeling: Sgt. J. W. Banton, track and field, and Pvt. C. McGovern, football.

UNITED STATES MARINE CORPS RESERVE.—The Major General Commandant, U.S.M.C., has forwarded commissions to the following officers who have been commissioned in the United States Marine Corps Reserve:

First Lieutenants—Fleet Marine Corps Reserve: T. H. Raymond, Los Angeles, Calif.; L. R. Smith, San Diego, Calif.; O. B. Kaufman, Youngstown, Ohio; A. N. Parker, Youngstown, Ohio; C. J. McDonald, St. Paul, Minn.

Second Lieutenants—Fleet Marine Corps Reserve: C. H. McKenzie, Harrisburg, Pa.; J. S. Gray, Pittsburgh, Pa.; G. F. Malcolm, Des Moines, Iowa; A. L. Strong, Grand Junction, Colo.

## ARMY PROMOTION STATUS

Promotions and vacancies on the Promotion List (Cumulative) since October 16, 1925.

Last promotion to grade of Colonel—Allen D. Raymond, C.A.C., No. 11 on page 147 (July Army List and Directory).

Vacancies—None.

Senior Lt. Col.—James R. Pourie, Q.M.C.

Last promotion to grade of Lt. Col.—Malcolm P. Andruss, C.A.C., No. 593, on page 149.

Vacancies—1. Officer entitled—Guilhelmus V. Heidt, Inf.

Senior Major if vacancy were filled—Albert H. Mueller, Cav.

Last promotion to grade of Major—Paul T. Bock, A.S., No. 2329, on page 155.

Vacancies—2. Officers entitled—Herbert S. Struble, F.A.; Francis J. Baker, F.D. Senior Supt. if vacancies were filled—Eugene O. Hopkins, F.D.

Last promotion to grade of Capt.—Charles A. Beaucond, Inf., No. 5518, on page 166.

Vacancies—3. Officers entitled—Stewart F. Miller, F.A.; Hugh, C. Parker, Inf.; Loyal M. Haynes, F.A.

Senior 1st Lt. if vacancies were filled—Floyd Marshall, Inf.

Last promotion to grade of 1st Lt.—Harlan T. McCormick, A.S., No. 8508, on page 177.

Vacancies—3. Officers entitled—Roy O. Welsh, Inf.; John L. Davidson, A.S.; Julian E. Raymond, Inf.

Senior 2d Lt. if vacancies were filled—George Hennen, Inf.

Vacancies in grade of 2d Lt.—115.

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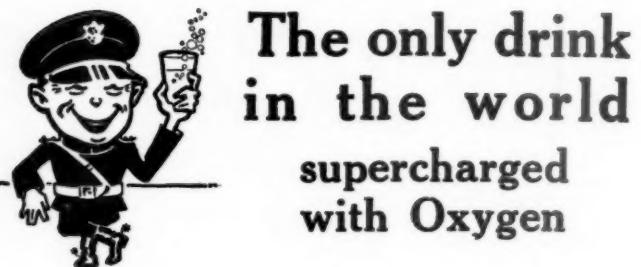
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